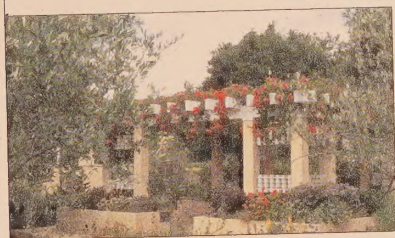


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HILLSBOROUGH GENERAL PLAN



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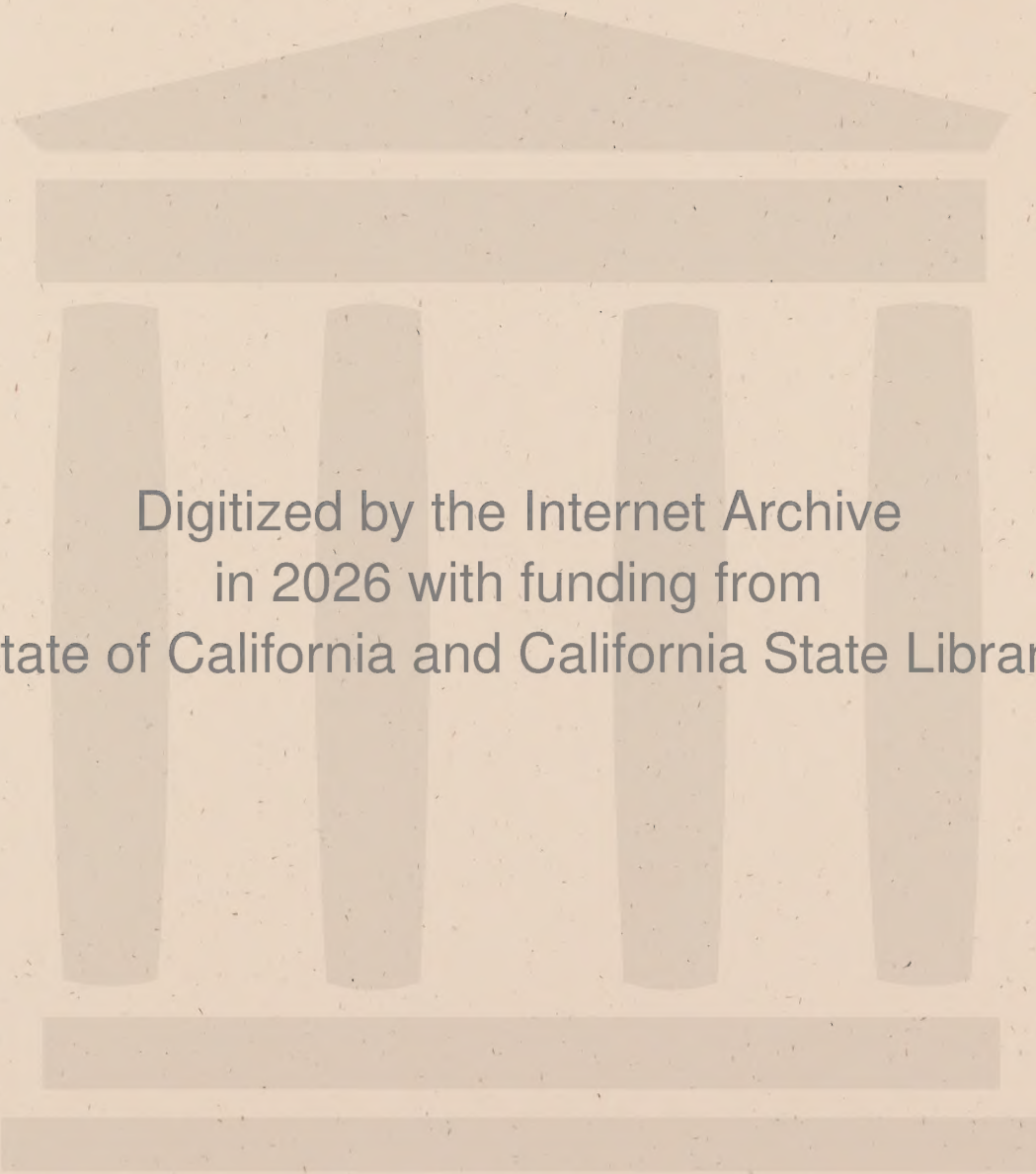
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UNIVERSITY OF CALIFORNIA

Town of Hillsborough | December 14, 2004

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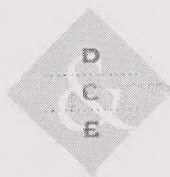


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HILLSBOROUGH GENERAL PLAN

Town of Hillsborough | December 14, 2004



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I INTRODUCTION

The Town of Hillsborough is a community that is proud of its low density, residential character and long history of providing a relaxing escape from the surrounding urban stresses found in the San Francisco Bay Area. The Town has adopted this General Plan to provide the control and regulation necessary to ensure that this quality of life continues into the future. Some change is recognized as necessary, and even desired, but overall, this General Plan was created with the philosophy that the existing character and design of Hillsborough is to be protected and enhanced.

A. Purpose of this General Plan

The General Plan provides the fundamental basis for the Town's land use and development policy, allowing the community to control the manner in which change will occur through 2025.

California Government Code Section 65300 requires that the General Plan must be comprehensive, internally consistent and long-term. Although required to address the issues specified by State law, the General Plan may be ultimately organized in a way that best suits Hillsborough. The Plan should be clearly written, available to all those concerned with the community's development and easy to administer.

The Hillsborough General Plan meets these requirements while also providing a unique vision for the Town's long-term physical form and development. It serves as a basis for future decision-making by municipal officials, including the City Council, the Architectural Design Review Board and Town staff.

This document supersedes the previous General Plan, adopted in 1994, except for the Housing Element, which was revised and adopted in 2002 to comply with State requirements. However, this document includes much of the policy language from the 1994 General Plan, except where policy initiatives have been accomplished or have been redefined through the General Plan update process. Its implementation will include actions to update other planning

documents to ensure consistency with the vision outlined in the Hillsborough General Plan. As a result of the Housing Element's recent adoption, it is not being updated at this time; however, it was reviewed for consistency with the other General Plan elements as required by State law.

B. History of Hillsborough

The history of present-day Hillsborough began in 1846, when William Davis Merry Howard purchased "Rancho San Mateo," which included most of what is today Hillsborough, Burlingame and part of San Mateo, from the Mexican government. Prior to the arrival of the first Europeans, Hillsborough was part of the traditional range of the Ohlone tribe of Native Americans. The number of Native Americans within the Hillsborough area quickly decreased as the European presence increased on the San Francisco Peninsula, first with the Spanish from Mexico and then with the expansion of the United States.

Once Mr. Howard died, his ranch was subdivided between his family members. As the years passed, the land in Hillsborough was slowly subdivided in response to increased interest from San Francisco businessmen who wanted rural homes affording a relaxed lifestyle located near the city. In the early years, subdivision resulted in larger estate properties, such as Uplands, Home Place and La Dolphine, some of which still exist today.

The Town was incorporated in 1910, in response to the threat of annexation by the adjacent cities of Burlingame and San Mateo. To preserve the quality of life that the original residents of Hillsborough treasured, the new town adopted regulations such as banning sidewalks and roadways laid out in a grid-system, as well as commercial and business land uses.

The Town's zoning laws changed throughout the early years, but there was always an underlying desire to preserve the character of Hillsborough. This aspiration continues today and can be seen in the goals and policies contained in this General Plan.

Today, Hillsborough still preserves the same high quality of life that caused its founding members to incorporate. Although it has increased in population over the years and only two large estate properties remain, the Town has preserved its low density character by setting the minimum lot size at ½ acre.

Development has slowed down since the majority of land in Hillsborough has been subdivided over the years. According to the 2000 Census, there were 10,825 residents in 2000, which is an increase of about 1.5 percent from the 1990 Census.

C. The Town and its Planning Area

The Town of Hillsborough is located on the San Francisco Peninsula, in San Mateo County, and contains approximately 6.1 square miles of land. The Town is surrounded by the cities of Burlingame and San Mateo, as well as unincorporated portions of San Mateo County. Figure I-1 depicts the Town's regional location.

Often, a city includes land within its Sphere of Influence into its General Plan Planning Area. A Sphere of Influence is the area which is anticipated to eventually be annexed into the city. Hillsborough's current Sphere of Influence boundary does not extend outside the Town limits. As a result, the Town would need to complete a Sphere of Influence Update before it would be able to annex additional land. The most recent annexation was associated with the Stonebridge subdivision in Hillsborough's southern portion. The Town does not propose to expand the Sphere of Influence at this time; however, annexation proposals will be reviewed by the City Council if proposed by private property owners.

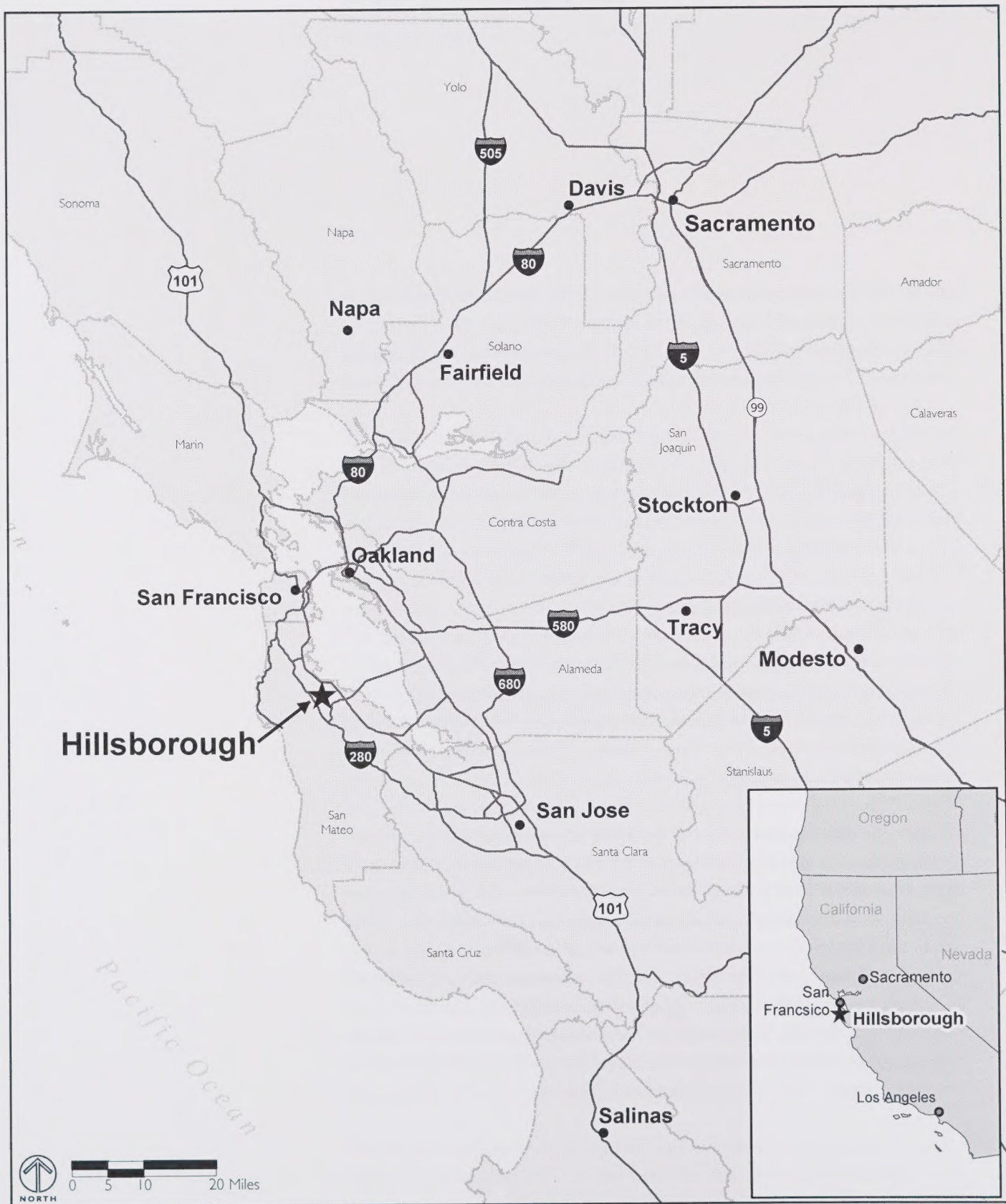


FIGURE I-1

REGIONAL LOCATION

One parcel that has been identified as an area that may make sense to eventually annex into the Town for recreational uses is the San Francisco Public Utilities Commission (SFPUC) parcel located along Hillsborough's western boundary, between Interstate 280 and Black Mountain Road. To date, the SFPUC has declined the Town's suggestions for recreational use of the property. The Town continues to be interested in working with the SFPUC in the future to explore potential recreational uses on this parcel.

As allowed by State law, the Town has identified a General Plan Planning Area that extends outside the Town limit. The Planning Area includes all unincorporated land that is located east of I-280 between the Town limit of Hillsborough and the adjacent cities of Burlingame and San Mateo. While the Town does not have any authority over land within the Planning Area, designating a Planning Area recognizes that development within this area may directly impact the community and makes a statement that the Town would like to be involved when development is proposed in the Planning Area. The Hillsborough Planning Area is the area within which any annexation requests would occur. Figure I-2 depicts the Planning Area and Town limit of Hillsborough.

D. General Plan Contents

This General Plan includes this introduction, as well as six separate "elements" that set goals, policies and actions for each given subject. These six elements cover the seven topics required by California State Government Code Section 65302. Some State-required topics have been combined or included into other elements, as allowed by State law. The Housing Element, one of the required six elements, was updated in 2002 to comply with State law and is available as a separate document. A brief explanation of the topics included in the Hillsborough General Plan is provided here.

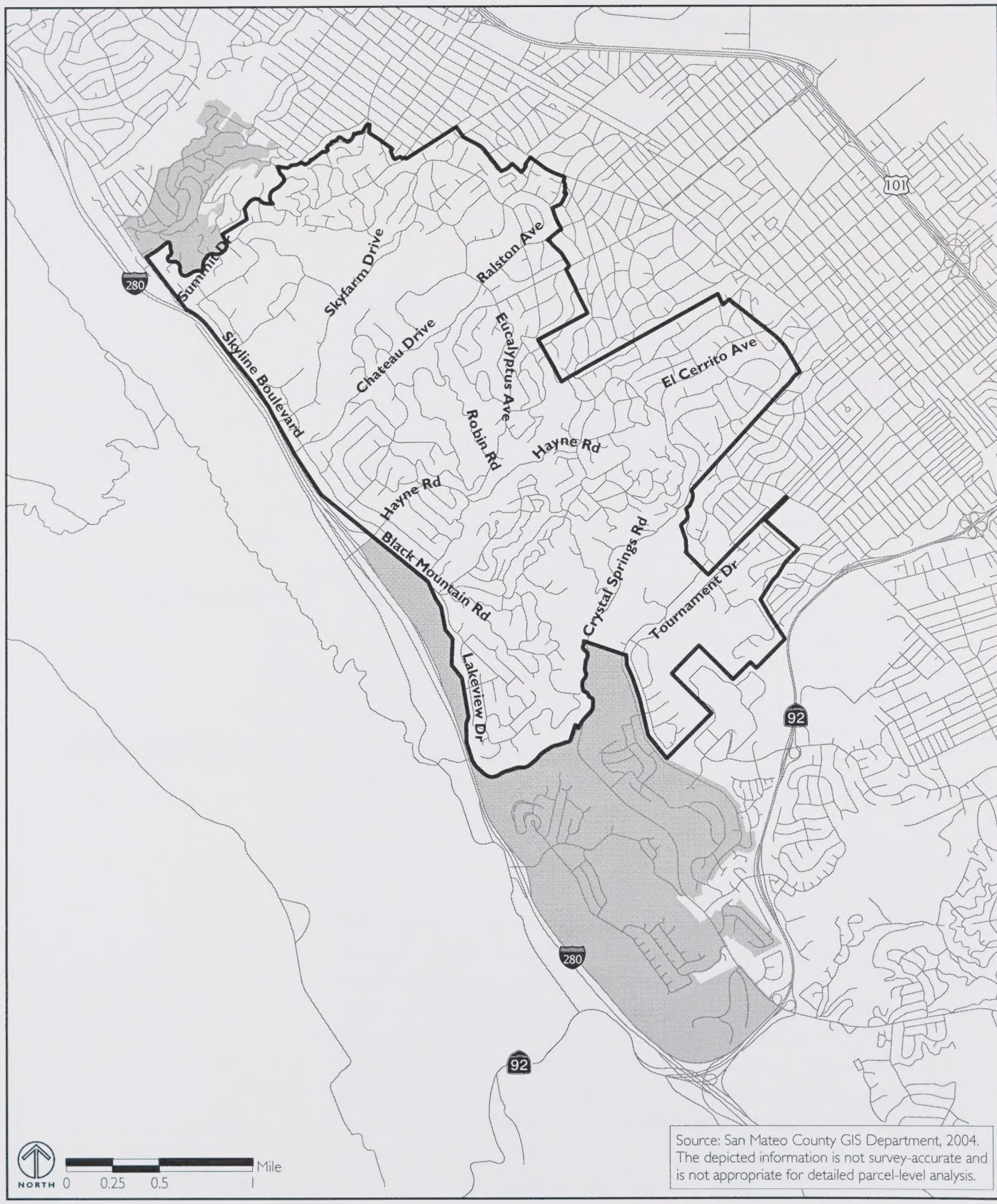
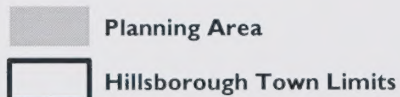


FIGURE I-2



TOWN LIMITS AND PLANNING AREA

Land Use Element. The Land Use Element designates all lands within the Town for specific uses such as housing, open space and recreational uses, private schools, and public facilities and services. The Land Use Element provides overall policies for each land use category. The Land Use Element is one of the State-required General Plan elements. A discussion of public services and facilities, as they relate to proposed land uses, is also included in this Element. The discussion of public utilities and facilities in particular, is a requirement of the State-required Circulation Element.

Circulation Element. State law requires that a Circulation Element specify the general location and extent of existing and proposed major streets and other transportation facilities. As required by law, all facilities in the Circulation Element are correlated with the land uses foreseen in the Land Use Element.

Open Space and Conservation Element. This Element combines two elements required under State law; the Open Space Element and the Conservation Element. It addresses the preservation of open space and the conservation, development and utilization of natural resources. The discussion of air quality, as required by State law, is included in the Public Safety Element.

Public Safety Element. State law requires the development of a Public Safety Element to protect the community from risks associated with the effects of seismic hazards, other geologic hazards, flooding, and wildland and urban fires. The Town has also included air quality in this Element, instead of addressing it in the Open Space and Conservation Element.

Noise Element. Another State-required element is the Noise Element. This Element addresses noise problems in the community and analyzes and quantifies current and projected noise levels from a variety of sources.

Housing Element. As previously stated, the Town's Housing Element was updated in 2002. Government Code Section 65588 requires that Housing Elements be updated every five years and include specific components such as

analysis of existing housing stock, analysis of existing and projected housing needs, and quantification of the number of housing units that will be developed, preserved and improved through its policies and actions. The Housing Element is available as a separate document.

E. Organization of the General Plan Elements

Each element of this General Plan contains background information and a series of goals, policies and actions. Some elements also have additional sections that are specific to them. For example, the Land Use Element contains descriptions of a number of land use designations that guide overall development in the Town.

The background information section of each element describes current conditions in Hillsborough relative to the subject of the element. The goals, policies and actions provide guidance to the Town on how to direct change and manage its resources over the next 20 years. The following provides a description of each and explains the relationship between each:

- ◆ A goal is a description of the general desired result that the Town seeks to create through the implementation of its General Plan.
- ◆ A policy is a specific statement that guides decision-making in working to achieve a goal. Such policies, once adopted, represent statements of Town regulation and require no further implementation. The General Plan's policies set out the standards that will be used by Town staff and City Council in their review of land development projects and in decision-making about Town actions.
- ◆ An action is a program, implementation measure, procedure or technique intended to help to achieve a specified goal.

FIGURE I-3 **GENERAL PLAN COMPONENTS**



As noted in Figure I-3, policies and actions are at the same level; both policies and actions are intended to implement goals. In most cases, goals have both implementing policies and actions. However, it is also possible for a goal to be implemented exclusively through either policies or actions.

F. General Plan Update Process

The General Plan was updated over a one-year period from 2004 to 2005. During this time, a range of public input opportunities occurred to ensure that the updated General Plan reflected the community's vision for Hillsborough. The following describes the various public outreach efforts that were undertaken.

1. Interviews

As part of the initial background data collection and issues identification, a series of interviews was completed. All of the City Council members were consulted, as well as representatives from the Hillsborough City School District, Hillsborough Beautification Foundation, Financial Advisory Committee and Citizens' Communications Advisory Committee. Key Town staff were also interviewed.

2. Steering Committee

A General Plan Steering Committee was appointed by the Mayor to assist in formulating the Draft General Plan. The role of the Committee was to provide input and guidance, as representatives of the community, to the consulting team and Town staff during the creation of the Draft Plan. The Committee was advisory.

The Town first advertised for volunteers for the Steering Committee in the Town Newsletter. From all those who applied, the Mayor selected those who he believed were best qualified and who could best represent the various aspects and characteristics of the community. On the committee were representatives from various recognized groups and organizations in the Town: people active in the schools (public and private), residents of various neighborhoods and people from diverse backgrounds and with multiple interests.

The Steering Committee members attended three meetings. The first meeting, held on June 16, 2004, allowed the Committee members to review background data about Hillsborough and provide input on goals and policies for inclusion in the General Plan. At the second meeting, on August 4, 2004, the Steering Committee reviewed and commented on various General Plan alternatives, addressing issues such as land use and policies direction. The final Committee meeting, on November 9, 2004, was devoted to review of the Preliminary Draft General Plan. All of the meetings were open to the public.

3. Public Workshop

Once the Public Review Draft General Plan was completed, a public workshop was held on January 26, 2005 to allow members of the public to review and provide comments before the official, State-mandated review period ended and the City Council reviewed the document at a public hearing.

4. Public Review Period and Adoption

As required by State law, the General Plan was circulated for a 45-day period along with the associated environmental review during the months of December 2004 and January 2005. During this time, the public was allowed to submit additional comments, in addition to providing verbal comments at the public workshop, and all of the comments received were taken into consideration at the public hearing held in front of the City Council on February 14, 2005. The City Council adopted the General Plan on _____.

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2 LAND USE ELEMENT

The purpose of the Land Use Element is to plan for and shape the future physical development of Hillsborough and to preserve and enhance the current quality of life, so that the Town can remain a low density residential community with a unique character. The Land Use Element is the central chapter of the General Plan.

As required by State law, this Land Use Element contains text and maps that designate the future use and reuse of land within the Town limits. The Land Use Element also includes standards of density and building intensity for the Town, which are also required by law.

The Land Use Element sets forth specific goals, policies and actions to guide land uses for Hillsborough. The General Plan Land Use Map, contained in this Element, graphically represents the Town's vision for the future development of the Town.

The Element is divided into five sections:

- ◆ **Background Land Use Information.** Provides background information on existing development and community character.
- ◆ **Land Use Designations.** Describes the characteristics and intensity of each land use designation, along with the Land Use Map depicting the location of each land use type.
- ◆ **Future Development Potential.** Discusses the extent and location of anticipated future growth in Hillsborough.
- ◆ **Background Community Services Information.** Describes the various community services and facilities that are necessary to maintain the community's high quality of life.
- ◆ **Goals, Policies and Actions.** Provides policy guidance for change as it occurs in the Town.

A. Background Land Use Information

The incorporated Town of Hillsborough has a long history extending for almost 100 years. One of the reasons that the founders of the Town originally decided to incorporate was to preserve the character of the community. This desire to preserve the character continues today.

The Town is unique in that it consists mainly of low density residential development, with a minimum lot size of ½ acre, with no commercial or industrial uses. The majority of the residents have shown interest over the years in maintaining a lower density residential community and preserving the low density residential character through preservation of large lots, open space and mature trees.

The only non-residential uses within the Town are public facilities, parks and open space land, private and public schools, the Burlingame Country Club and the Hillsborough Racquet Club.

While there is limited land available for additional housing and the possibility of slight change on the non-residential parcels, Hillsborough is mainly built-out. Therefore, an important issue related to community character is how new development fits into the existing fabric of the community and how established neighborhoods should evolve over time. The Town has an Architectural Design Review Board to review development proposals and ensure that they are appropriate for the Town. To provide stronger guidance and address community concerns regarding appropriate development for Hillsborough, the Town updated its Residential Design Guidelines in 2004 for use in the review of development proposals.

B. Land Use Designations

The following outlines the allowable land uses for each land use designation. Maximum density and intensity measures are also identified for each land use

type. Table LU-1 summarizes the acreage for each land use designation and Figure LU-1 maps the locations of the General Plan land use designations. The major non-residential uses in Hillsborough are also shown on Figure LU-1.

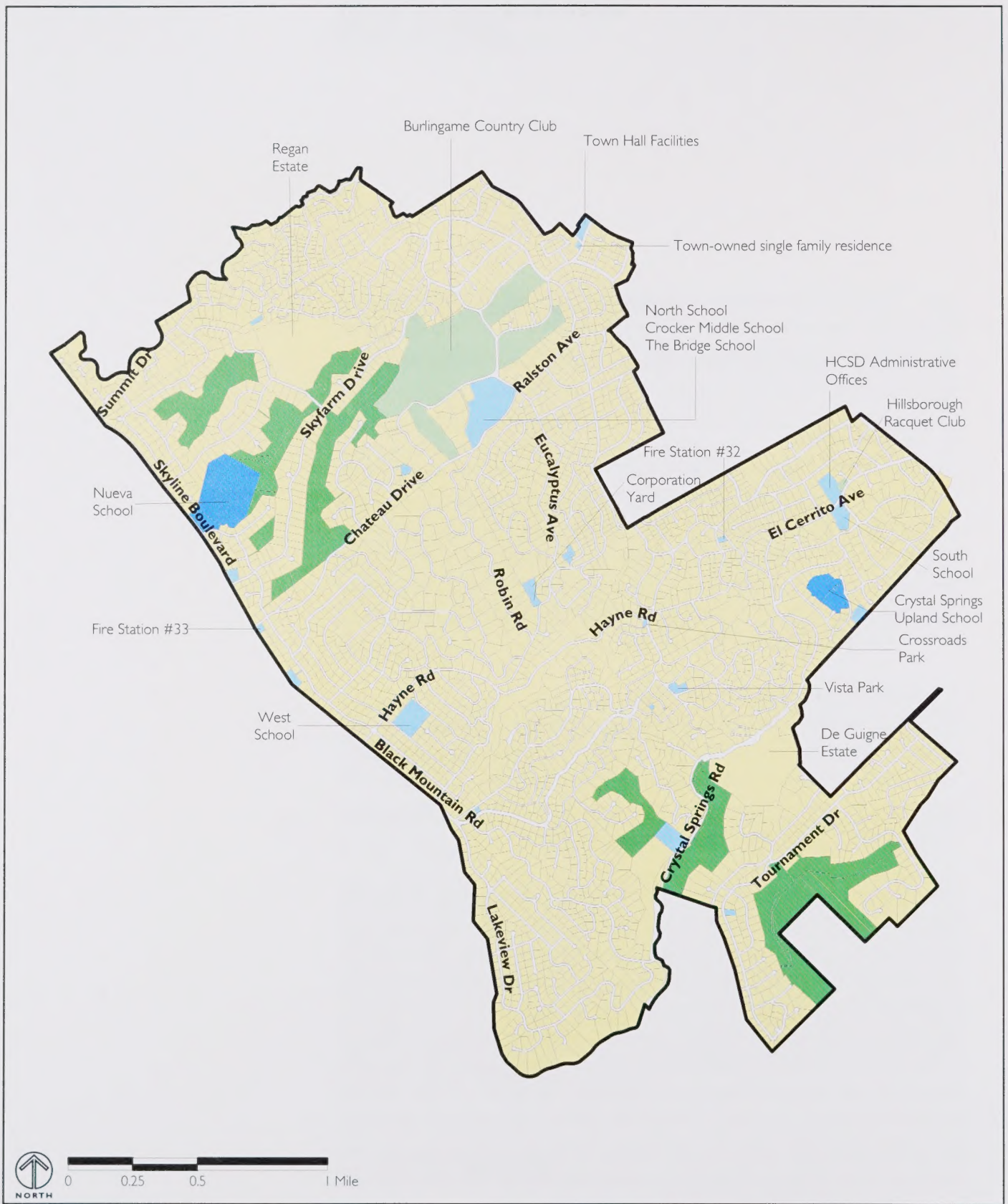
1. Residential (R)

The Residential designation allows for the development of single-family dwellings in a manner that is consistent with the existing character of the community. Additional uses that may be allowed include home businesses, second units, family day care homes and other compatible uses identified in the Hillsborough Municipal Code. The maximum allowed density is one single-family dwelling per ½ acre. For subdivisions resulting in five or more units, a conceptual plan shall be prepared.

2. Public Facilities and Services (PFS)

The Public Facilities and Services designation allows for the development and operation of services and facilities that are necessary to meet the community's needs, while maintaining the character of the community. Allowable uses include public schools, Town Hall, fire and police facilities, other governmental facilities, parks and other recreational facilities.

The maximum allowed intensity for the existing land currently designated Public Facilities and Services designation is 15 percent above the floor area ratio intensity in existence as of adoption of this General Plan. This allowed increase acknowledges that there may be the need for changes to existing public facilities in the future in order to maintain the high level of public service that Hillsborough residents expect. However, prior to approving an increase in the intensity of development, a study will be completed by the Town to ensure that the increase is kept to the minimum necessary to allow for the continued provision of service. The public will be involved in the planning process to ensure that expansion and change occurs in a manner that is compatible with the character of the Town, while allowing for the continued operation and provision of public services.



- Residential
- Public Facilities and Services
- Private Schools
- Open Space and Conservation
- Private Recreational

FIGURE LU-1

LAND USE DESIGNATIONS

TABLE LU-1 **SUMMARY OF DESIGNATED LAND USES**

Land Use Designation	Acreage in Town Limits
Residential	2,961
Public Facilities and Services	55
Private Schools	43
Open Space and Conservation	264
Private Recreational	113
Roadways and Other Right of Way	492

For non-public facility properties that are acquired or donated to the Town or other public service provider, such as residential homes or vacant land for parks, a special study will be prepared with public input to determine the appropriate intensity of development.

Smaller, Town-owned parcels of land designated for Public Facilities and Services that contain water and sewer delivery and collection system uses or infrastructure, such as streets and power lines, are not subject to the maximum intensity of use limitations. This is to allow for adequate equipment and facilities to be installed on small, infill sites where needed to provide service to the immediate vicinity.

The Town has not identified a maximum intensity for public schools since the Town does not have direct control over the planning and development of public school property. The Town will continue to coordinate with the Hillsborough City School District.

3. Private Schools (PS)

The Private Schools designation includes private school facilities within Hillsborough. Allowable development and uses associated with private school

operation are determined by City Council review and approval. In addition to activities directly related to the operation of a private school, residential dwellings for school employees may be allowed.

Each private school is required to receive a permit from the Town. The permit will specify the allowable intensity and density of activity for each facility, not to exceed the following maximum intensities and densities. The maximum intensity for private schools is based on the number of students per acre, as shown in Table LU-2. Residential dwellings for school employees may be allowed to up to a maximum density of one unit per five acres of school property and may be clustered. The Town will require study of any proposal from a private school for expansion or change of its permit to allow the City Council to review and modify, if necessary, the proposal. The Town will not necessarily allow a private school to develop to the maximum allowed intensity or density; instead, the Town will review applications for private school development on a case-by-case basis.

4. Open Space and Conservation (OSC)

The Open Space and Conservation designation is used to preserve environmentally sensitive areas and maintain a high quality of light, air and scenic beauty in the community. Allowable uses include unimproved open space and public facilities. Since the Town does not want to encourage large amounts of new development within these areas, any increases in intensity of use, either resulting from the construction of facilities or allowing increased public use, will need to be approved on a case-by-case basis, with adequate public review. New construction should be limited to that necessary for continued maintenance and low intensity public enjoyment of the designated areas.

TABLE LU-2 **MAXIMUM ALLOWED INTENSITY FOR PRIVATE SCHOOLS**

Minimum Acreage*	Maximum Number of Students Enrolled**
Under 7.0 acres	***
7.0 to 7.99 acres	200 students
8.0 to 8.99 acres	250 students
9.0 to 9.99 acres	300 students
10.0 to 10.99 acres	350 students
11.0 or more acres	400 students

* The Town's Municipal Code provides more detail on how to calculate the acreage of a school site.

** Private schools are not automatically entitled to the maximum enrollment stated in this table. The use permit process will be used to determine the appropriate limit for a specific school on a case-by-case basis.

*** Private schools will only be allowed on parcels smaller than 7 acres if they occupy land and/or buildings owned and used by the HCSD. The maximum number of students will be determined through the use permit process.

5. Private Recreational (PR)

The Private Recreational designation includes recreational facilities within Hillsborough that are operated for private use. The two existing facilities, the Burlingame Country Club and the Hillsborough Racquet Club, were both formed before the Residential District Ordinance was adopted. Allowed uses include the country club, with associated social and commercial uses, and the racquet club. In addition to activities directly related to the operation of the country club, residential dwellings for club employees may be allowed.

Since the Burlingame Country Club contains a large amount of open land that can serve to provide buffers between country club activities and neighboring residential uses, the maximum floor area ratio intensity of development for the country club is 15 percent above the intensity in existence as of adoption of this General Plan. Residential dwellings for country club em-

ployees are also allowed up to a maximum density of one unit per 10 acres of country club property, and may be clustered. The Town will require study of any proposal from the Burlingame Country Club for expansion to allow the City Council to review and modify, if necessary, the proposal. Development to the maximum allowed intensity or density may not necessarily be allowed; instead, the Town will review any proposed expansion on its merits.

Since the Hillsborough Racquet Club is located on a smaller lot, with little buffer between neighboring residences, the Town has determined that the Racquet Club is already developed at the maximum allowed intensity and no expansion of the facility is allowed.

C. Future Development Potential

This section discusses the future development potential in Hillsborough as allowed under this General Plan.

1. Residential

Future development in Hillsborough is limited since the Town is for the most part built out. Based on past development trends and an analysis of available sites for new development and policies contained in the 2002 Housing Element, it appears that there is the potential for about 164 new homes to be constructed in Hillsborough. The major development opportunities are the two remaining large estate properties, consisting of the 49-acre Regan Property and the 47-acre De Guigne Property. The Town recognizes that neither of the property owners is planning to subdivide either estate in the near future; however, in the event that they do decide to subdivide, the Town estimates that the two estates would accommodate about 20 new lots total, plus any additional units resulting from a density bonus for the provision of affordable units as allowed by the policies contained in the Housing Element. The low number of anticipated units is due to the environmental constraints found on each property, such as creeks, steep slopes and limited access.

The other residential development possibilities in the Town include smaller subdividable areas; several properties that have been subdivided and are under construction or waiting for individuals to purchase lots, such as the Stonebridge Subdivision; and a few remaining vacant parcels within developed areas. The Housing Element estimated that there was a potential for about 98 residential units on these lots.

Implementation of the General Plan policies may also result in the construction of homes on non-residential properties, additional second units and increases in density due to density bonuses. If the maximum number of anticipated employee housing units are constructed on the non-residential private school and country club properties, there will be an additional 15 units. Based on past development trends and the number new homes that may be developed, there is the potential for 25 additional second units. Finally, the Housing Element assumes that there is the potential for six additional units resulting from density bonuses. Table LU-3 summarizes the potential for total future residential growth in the community if the Town is ever completely built-out.

The last major source of new residential development is tear-down and rebuilding on lots with existing homes. This type of development does not net any new units for the Town.

To ensure that larger subdivisions occur in a manner that enhances community character, a conceptual plan is required as a condition for any development project resulting in five or more units. The information that the conceptual plans should address is outlined in more detail in the Goals, Policies and Actions section below.

TABLE LU-3 **POTENTIAL FOR FUTURE RESIDENTIAL DEVELOPMENT**

Source of Development	Maximum # of Units
Scattered Vacant Sites and Smaller Subdividable Parcels	98
Subdividable Estates	20
Residential Units on Non-residential Land	15
Second Units	25
Density Bonus Increases	6
Total	164

2. Non-residential

The Town does not anticipate a large increase in non-residential development. However, as discussed under the Section B of this Element, land designated for public facilities and services may expand by a maximum of 15 percent in floor area ratio from the levels that existed when this General Plan was adopted. A similar maximum potential increase is allowed for the Burlingame Country Club.

D. Background Community Services Information

Hillsborough is dependent on a range of public facilities and services to create a high quality of life. The following provides information about the various service providers working within the Town.

1. Schools

The Town offers both high quality public and private educational opportunities for students.

a. Public Schools

The Hillsborough City School District provides the public elementary and middle school education for the community. There are three elementary schools within the district, North School, South School and West School, as well as Crocker Middle School. The capacity and enrollment records for Spring 2004 are shown in Table LU-4. The District maintains a lower number of students per classroom ratio than required by State law.

Hillsborough's public schools are recognized for the excellent education they provide, with all schools having been cited as California Distinguished Schools and both West School and Crocker Middle School having received recognition as National Blue Ribbon Schools.

The School District is in the process of creating a Master Plan for facility improvements. It has bond money for improvements and is planning a 12-year improvement process, beginning in 2004, to address safety and ADA issues, as well as adding additional classrooms and other new buildings on the existing sites to enhance the educational program, improving facilities and improving traffic circulation.

Students continuing on to public high school transfer to the San Mateo Union High School District and attend one of the local public high schools, which include San Mateo, Aragon and Burlingame High Schools. The Hillsborough City School District estimates that about half of the students graduating from Crocker Middle School in 2004 will attend a public high school, with the rest attending private schools.

b. Private Schools

There are three private schools in Hillsborough: the Bridge School, Crystal Springs Uplands School and The Nueva School.

TABLE LU-4 **HCSD CAPACITY AND ENROLLMENT**

School	Capacity	Enrollment
North School	360 students	303 students
South School	270 students	253 students
West School	380 students	341 students
Crocker Middle School	535 students	468 students

Note: Enrollment was provided by HCSD in April 2004, but can vary slightly.

The Bridge School is located on the North School property and provides a supportive environment for students with severe speech and physical disabilities, with the goal of eventually returning the students to their home school districts. The School serves 14 kindergarten through 8th grade students.

Crystal Springs Uplands School, is located on 10 acres in the southern portion of Hillsborough off of Uplands Drive. The school provides college preparatory education for sixth through 12th grades and as of 2004 has a student body of 350.

The third private school, The Nueva School is located on 34 acres along Skyline Boulevard. It provides pre-kindergarten through 8th grade education for gifted and talented students. A Master Plan was approved for the School in 1997, allowing for a gradual increase in students to a maximum of 400 and for improvements to the school grounds.

In the past there have been concerns in the community about proposed expansions of private school facilities. The Town's Zoning Ordinance includes requirements to allow for review of proposed changes to private school property and operation. The Town will ensure that the Hillsborough City School District, as well as Hillsborough residents, has the opportunity to comment on proposed private school changes.

2. Fire

The Hillsborough Fire Department merged with the City of Burlingame Fire Department to form the Central County Fire Department. The final joint powers agreement was signed on April 20, 2004 after a six month trial period. During this period, one of the Hillsborough fire stations, Station #31 at Town Hall, was closed to enhance emergency services and reduce overlap of service areas. The stations that provide primary fire protection to Hillsborough are identified in Table LU-5. In addition, Station #35 in Burlingame and #25 in San Mateo provide additional coverage for northern Hillsborough and the Tobin Clark area, respectively.

To ensure that there is adequate fire protection throughout San Mateo County, fire departments in the County cooperate on a county-level planning approach. The county fire protection system, which includes Hillsborough, is designed to provide an adequate level of service for urban areas with a minimum of 39 stations. There are currently 56 staffed stations in the County. Hillsborough is a participant in a County automatic aid agreement, which uses the County's mapping program to identify the closest station to a call for primary response. If the closest station is unable to respond, the system passes the call to the next closest station.

A County Joint Powers Authority sets response standards for the Fire Department; paramedic services are provided by American Medical Response (AMR) and the County, which provides advanced life support. The Fire Department's goal is to respond to all calls in less than five minutes, and has been averaging a response time between 4 minutes 30 seconds and 4 minutes 40 seconds. AMR is required to respond within 8 minutes 59 seconds, 10 minutes 59 seconds or 12 minutes 59 seconds, depending on the call location within the County; however, AMR has subcontracted with the Central County Fire Department, so the Fire Department is responsible for meeting the response times for paramedic service. The identified goal for the County to provide advanced life support is to respond to all calls within 6 minutes 59 seconds at least 90 percent of the time. The County has met this goal between 95 to 96 percent of the time for the past five years. Both the Central

TABLE LU-5 **PRIMARY FIRE STATIONS**

Station Number	Minimum Staffing	Equipment
Hillsborough Station #32 (330 Ascot Road.)	1 captain 1 fire fighter 1 paramedic	Engine Reserve Engine
Hillsborough Station #33 (835 Chateau Drive)	1 captain 1 fire fighter 1 paramedic	Engine
Burlingame Station #34 - covers area previously served by Station #31 (on California Drive)	Per Vehicle: 1 captain 1-2 fire fighters 1 paramedic	Engine Truck

County Fire Department and AMR are fined if they do not respond to a call within the specified goal time, even in those cases where, due to distance or access, it is physically impossible to arrive within the allotted time.

3. Police

Police service in Hillsborough is provided by the Hillsborough Police Department, which employs 37 officers. The 2004 ratio of officers per thousand residents in Hillsborough is 3.4.

The Police Department maintains a close relationship with neighboring police departments, the FBI, Secret Service, other governmental law enforcement agencies and corporate security officers. The Department has a Memorandum of Understanding with the Hillsborough Police Officer's Association to maintain a minimum of three officers on the streets at all times. The Department also has a SWAT team that is a part of a larger regional team with Burlingame, San Mateo and South San Francisco.

The Department prides itself on its proactive approach to community safety. It continues to allocate budget and grant funds to acquire new technology.

The Department believes crime prevention is the best way to reduce crime, and Hillsborough currently has the lowest crime rate in the Bay Area. The police staff offers in-home Crime Prevention and Community Awareness Programs free of charge to groups of residents. When requested, the police will also inspect private homes for proper locks, alarms and lighting and lend residents an engraving pen to mark valuables.

Primary police-related concerns in the Town include traffic accidents, some criminal activity and noise. The Department has an aggressive traffic enforcement program with officers on motorcycles and responds to about seven to eight motor vehicle accidents per month. Residents are typically responsive to helping alleviate congestion on the narrow streets and around the schools during the school year. Criminal activity in Hillsborough consists mainly of domestic disagreements, petty theft and vandalism, and a recent rise in identity theft. Noise complaints generally involve construction, teenage parties or toy ordinance violations involving skateboarding or rollerblading.

4. Government Facilities

Hillsborough's main facilities include Town Hall, located on Floribunda Avenue; the Corporation Yard, located on La Honda Road; the fire stations; the Gate House; open space areas; and water distribution and storage facilities. The Gate House and open space areas are addressed in the Open Space and Conservation Element.

Town Hall contains the main governmental offices, including the Council Chambers, Police Station and Fire Administration. Fire Station #31 operated out of the Town Hall complex, but was closed as part of the fire department merger. Adjacent to Town Hall is a small Town-owned parcel with an unimproved parking lot. The Town also owns a single-family home located to the west of Town Hall. The Town has rented the house as a source of investment income.

The Corporation Yard is the operations center for the Town's Public Works Department. The Yard is located at the end of a small residential street in the

middle of the Town. While it has been in existence for 60 years, there have been recent complaints from neighbors with regard to noise and visual impacts generated by the Corporation Yard. The Town has attempted to address the neighbors' concerns, but there is still a desire by some community members to relocate the Yard outside the Town. Additional analysis will be completed to determine whether relocating the Corporation Yard is feasible and appropriate and if not, what additional steps can be taken to minimize impacts to residents.

5. Library

While there are no library branches in Hillsborough, the Town pays the Cities of San Mateo and Burlingame monthly for library services. Burlingame and San Mateo are members of the Peninsula Library System. Therefore, residents are able to borrow materials from any of the System's member library branches. Hillsborough residents mainly use the neighboring libraries in San Mateo and Burlingame. The Town will continue to explore additional alternative options for providing library service to its residents to ensure high quality service in a cost effective manner.

6. Water and Sewer

The Town provides water and sewer service to its residents. The Town receives its water supply from the San Francisco Public Utilities Commission, as discussed in more detail in the Open Space and Conservation Element. The Hillsborough water system includes a system of piping, 17 pumping facilities and 19 water storage tanks, with a total storage capacity of 8.7 million gallons. The Town also collects wastewater and transports the Town's sewage for treatment at the Cities of Burlingame and San Mateo sewer treatment facilities.

The Town is in the process of improving both the water and sewer systems. The water improvement projects include replacing water storage tanks, pump stations, fire hydrants and main distribution lines, while most of the sewer improvement projects will be main line replacements or rehabilitation. The Town is also going to be starting the first phase of an inflow and infiltration

study to identify cross connections in the system and defects in the system that allow rainwater or groundwater into the pipes. This study phase will result in more main line replacement or rehabilitation in an attempt to minimize the Town's flow to the treatment plant.

7. Stormwater

The Town uses a stormwater collection system, in conjunction with the natural creek drainage system, to manage run-off. As discussed in more detail in the Conservation and Open Space Element, the Town has policies to reduce potential pollution associated with run-off and preserve the water quality of the creeks and the watershed as a whole.

8. Solid Waste/Recycling

Hillsborough contracts for waste and recycling collection and handling. California law requires cities to divert a minimum of 50 percent of their waste to recycling instead of landfills. Hillsborough has received recycling awards and is one of the few communities to exceed the State requirement, in part due to the inclusion of construction debris recycling. All project applicants for demolition and building permits in Hillsborough are required to submit a Waste Reduction Plan that indicates how much demolition and construction debris will be involved and where it will be transported, as well as a final summary showing that the debris was taken to appropriate facilities. The Town also encourages significant salvage efforts be made before complete demolition takes place.

9. Other Service Providers

Cable TV and broadband services are available to residents through Comcast. Local landline phone service and DSL connections are provided by SBC Communications, while gas and electricity is provided to Hillsborough by Pacific Gas and Electric. Several companies have also installed mobile phone signal towers throughout the Town to provide reception to local customers.

E. Goals, Policies and Actions

Goal LU-1	Provide for the preservation and enhancement of the Town’s unique residential character.
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- Policy LU-1.1: Maintain the character of the Town’s neighborhoods.
- Policy LU-1.2: Promote property and landscape improvements and maintenance.
- Policy LU-1.3: Support the work of organizations to preserve and enhance the visual character of Hillsborough.
- Action LU-1.1: The Architecture and Design Review Board will apply the Hillsborough Residential Design Guidelines when reviewing new construction and significant remodeling. The goals of the Guidelines include:
- ◆ Reinforcing Hillsborough’s image
 - ◆ Facilitating contemporary life
 - ◆ Encouraging town-wide diversity
 - ◆ Fostering creativity
- Action LU-1.2: The Town will enforce its Residential Landscaping requirements to maintain the attractive visual character of Hillsborough, as well as to promote water conservation.
- Action LU-1.3: The Town will enforce its Nuisance Ordinance, which allows for the clean-up of overgrown properties that pose a safety hazard or create a visual nuisance inconsistent with the character of Hillsborough.

Goal LU-2	Provide for orderly development in a manner compatible with the existing character of Hillsborough.
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Policy LU-2.1: Ensure that regulations, requirements and processing procedures are clear, precise and reflect Town policy.

Policy LU-2.2: Continue to review new development proposals to ensure that they do not overwhelm their sites or their neighborhood.

Policy LU-2.3: Continue to minimize land use conflicts within the Town where possible.

Policy LU-2.4: Ensure that construction projects are completed in a timely manner with minimal impact on surrounding residences.

Policy LU-2.5: Continue to require conceptual plans before applications for subdivisions of five lots or greater are submitted to the City Council. The Town's requirements for conceptual plans will be updated to require that during the preparation of a conceptual plan, special attention will be given to opportunities for:

- ◆ New recreational facilities, such as parks and trails
- ◆ Preservation of sensitive habitat areas in open space
- ◆ Multiple access points to the project to minimize the impacts

Policy LU-2.6: Provide information about, and work with residents, private organizations, architects, builders and contractors, to encourage public and private development within the Town to use green building methods and practices as outlined in the San Mateo Countywide Sustainable Buildings Guide, or another similar green building program.

Action LU-2.1: The Town will enforce the Qualified Superintendent on Construction Site and Construction Completion Ordinances to ensure the timely completion of construction projects. The Qualified Superintendent on Construction Site Ordinance requires that a qualified superintendent be present at all times on in-progress construction sites to serve as a point person for residents and Town staff. The Construction Completion Ordinance sets reasonable time limits for project completion and penalties for projects that exceed the allowed time limits. The Town will monitor construction projects to ensure compliance with the requirements of the ordinances.

Goal LU-3	Allow for the operation of facilities and schools, while minimizing potential conflicts with residential uses.
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Policy LU-3.1: Ensure that Town-owned public facilities are designed and operated in a manner that allows for the provision of high quality, cost effective public service, but also take into consideration surrounding residential land uses.

Policy LU-3.2: Review private school development and use proposals taking into account impacts of proposed school activities on adjacent residents, while recognizing the importance of the private schools to the community.

Policy LU-3.3: Continue to work with the Hillsborough City School District to minimize school-related impacts on the community.

Action LU-3.1: The Town will provide for public review and involvement prior to approval of any proposed change to the conditions of a private school permit.

Action LU-3.2: The Town will provide notice to the Hillsborough City School District when a private school proposes new development or a change to operations so that the District may comment on the proposal.

Goal LU-4	Continue to provide high quality public services and recreational opportunities to maintain the character and quality of life in the Town.
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Policy LU-4.1: Continue to provide a high level of police service to meet the specialized needs of Hillsborough.

Policy LU-4.2: Coordinate with the Central County Fire Department or successor entity to provide excellent fire protection for the Town.

Policy LU-4.3: Continue to support the work of the public school boards to provide high quality educational opportunities to Hillsborough residents.

Policy LU-4.4: Continue to provide library service to meet community needs in a cost effective manner.

Policy LU-4.5: Work with the San Francisco Public Utilities Commission and the cities of Burlingame and San Mateo to provide quality water and sewer service to Hillsborough.

- Policy LU-4.6: Continue to maximize the efficiency of water use throughout the Town.
- Policy LU-4.7: Provide quality parks and open spaces that will consider the community's need for play areas, trails and pathways, and recreational facilities.
- Policy LU-4.8: Work closely with providers of energy, communications and solid waste disposal in determining and meeting the needs of the community for energy, communications and solid waste disposal.
- Policy LU-4.9: Continue to promote energy conservation and recycling by the public and private sectors.
- Action LU-4.1: The Town will continue to utilize its budget planning process to ensure that Town-provided services are maintained at a level that meets the community's needs.
- Action LU-4.2: The Town, in cooperation with the Hillsborough City School District and San Mateo Union High School District, will continue to collect in-lieu fees, as allowed by State law, from new development for the construction of school facilities.
- Action LU-4.3: The Town will support the Hillsborough City School District in the preparation and implementation of its Facilities Master Plan.
- Action LU-4.4: The Public Works Department will continue to monitor water and sewer distribution and collection lines to determine those needing repair and provide needed repair, as feasible. Sewer lines affecting natural drainage and creeks should receive first priority for maintenance.

Action LU-4.5: The Town will continue to implement the Recycling of Construction and Demolition Ordinance to minimize the amount of construction debris disposed of in the landfill.

Action LU-4.6: The Town will continue to contract for the collection of household recycling from each home on a regular basis.

Goal LU-5	Ensure that adequate review is completed prior to selling Town-owned property or purchasing or accepting dedications of land or facilities for residents' benefit or use.
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Policy LU-5.1: Review any proposed dedication to the Town of new recreational or other facilities to ensure that the dedication will provide benefits to the community and not create substantial burdens for Hillsborough.

Policy LU-5.2: Include public involvement as part of the analysis of and planning for proposed dedication of land or facilities to the Town, and the purchase or sale of Town-owned property.

Policy LU-5.3: Ensure adequate review is completed as to the future need for Town-owned property prior to selling for private use.

Policy LU-5.4: Balance the potential for immediate income resulting from the sale of Town-owned property with the need to retain property for future public facilities and services.

TOWN OF HILLSBOROUGH
GENERAL PLAN
LAND USE ELEMENT

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3 CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide the policy framework for regulation and development of the circulation system in Hillsborough. This Element balances the need to provide safe ways to move people from one place to another with the goal of preserving the character of the community.

The Circulation Element must be correlated with the Land Use Element. As required by Government Code Section 65302(b), this Element contains information on the general location and extent of existing and proposed major thoroughfares, transportation routes and terminals. State law also requires that a Circulation Element include data and policies related to the provision of public infrastructure. These components have been moved to the Land Use Element.

The Element is divided into two sections:

- ◆ **Background Information.** Provides background information on the existing circulation system, as well as identifies improvements that will be made to address existing problem areas.
- ◆ **Goals, Policies and Actions.** Provides policy guidance for maintaining and improving all aspects of the circulation system.

A. Background Information

The Town of Hillsborough is a unique community in that its founders made the decision to preserve the low density character of the community by adopting regulations that banned sidewalks and grid pattern streets. As a result, Hillsborough is mainly comprised of small, curvilinear residential streets, with few direct cross-town connections or connections to the external regional roadway system. The following provides some general information about the regional system that serves Hillsborough and surrounding communities, as well as the local system, which was designed primarily for local residents.

1. Regional Roadway System

Regional access to Hillsborough is provided by three major freeways: State Route 92 (SR 92), U.S. Highway 101 (US 101) and Interstate 280 (I-280). El Camino Real (SR 82) also serves regional traffic and links Hillsborough to the cities of Burlingame and San Mateo. Brief descriptions of these key regional roadways within the Town are presented below.

The portion of SR 92 adjacent to Hillsborough is a freeway that runs in an east-west direction from Half Moon Bay, near the coast, to Hayward on the east side of the San Francisco Bay via the San Mateo Bridge. SR 92 has two lanes in each direction between I-280 and US 101. Access to Hillsborough via SR 92 is provided via interchanges at Ralston Avenue/Polhemus Road, De Anza, Alameda De Las Pulgas and El Camino Real.

US 101 is an eight-lane freeway located east of the Town of Hillsborough. US 101 extends northwards to San Francisco and southwards to San Jose and the Central California Coast. Access to US 101 is provided via SR 92 and local roadways, including Crystal Springs Road via 4th Avenue.

I-280 is a north-south freeway located to the west of Town. I-280 runs between San Jose and San Francisco and contains four lanes in each direction near Hillsborough. The portion of I-280 adjacent to Hillsborough is an officially designated State Scenic Highway. Direct access to the Town of Hillsborough is provided via the Black Mountain Road/Hayne Road/Skyline Boulevard interchange. Indirect access to the Town is provided at the Trousdale Drive interchange (via Skyline Boulevard) and at the Bunker Hill Drive interchange (via Polhemus Road).

El Camino Real (SR 82) is an arterial extending between San Francisco to the north and San Jose to the south. The number of lanes on El Camino Real varies from one community to another. In the vicinity of Floribunda Avenue, four lanes are provided on El Camino Real.

2. Local Street Classification System

The local roadway system serving Hillsborough is mainly comprised of smaller, curved residential streets. The following provides a description of the functional classifications of the local roadways serving Hillsborough, and also identifies which streets in Hillsborough are within each classification. These roadways work together to form the Town's major circulation system.

- ◆ **Freeways.** Freeways are limited-access, high-speed travelways included in the State and federal highway systems. Their purpose is to carry long-distance regional traffic. Access is provided by interchanges with typical spacings of one-mile or greater. No direct access is provided to adjacent land uses. There are no freeways within the Town's limits. Interstate 280 is located to the west of the Town, State Route 92 is located to the south and US 101 is located to the east of Hillsborough.
- ◆ **Arterials.** Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and major cross-street intersections are signalized. This roadway type is divided into two categories: major and minor arterials. Major arterials are typically four- or more lane roadways and serve both local and through traffic. El Camino Real is Hillsborough only major arterial. Minor arterials are typically two- to four-lane streets and serve local and commute traffic. Minor arterials within Hillsborough include Crystal Springs Road and Skyline Boulevard.
- ◆ **Collectors.** Collectors are streets that provide land access and traffic circulation within residential areas. They connect local streets to arterials and are typically designed with two travel lanes. Examples of collectors in Hillsborough include El Cerrito Avenue, Hayne Road, Black Mountain Road, Chateau Drive, Ralston Avenue and Hillsborough Boulevard.
- ◆ **Local Streets.** Local streets provide direct access to abutting residential properties as their primary function. In Hillsborough, the majority of streets are local streets.

3. Level of Service Definitions

The operations of roadway facilities are described with a “level of service” or “LOS”, which is a qualitative description of traffic flow based on such factors as speed, travel time, delay and freedom to maneuver. Six levels are defined from LOS A, the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents “at-capacity” operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

Table C-1 depicts the threshold volumes, based on the roadway facility type and number of lanes, for the various types of roadways found in the Town. These threshold volumes are approximate in nature and serve primarily as a general guide as to whether the roadway is over or under capacity. Where intersections become the constraint points along roadway segments, the intersection’s level of service can be used to determine the roadway’s level of service. Signalized and unsignalized intersections level of service are based on the delay that drivers experience when passing through an intersection. Tables C-2 and C-3 depict the level of service levels for signalized and unsignalized intersections.

4. Circulation Problem Areas and Solutions

Overall, Hillsborough’s roadway system operates at a LOS A or B the majority of the time. As local and regional growth continue to occur during the next 20 years, the roadways volumes may increase to a LOS C operation on Ralston Avenue, but the majority of the roadways will still maintain LOS A or B operations, assuming a growth rate of approximately one percent per year.

While the existing and future roadway operations will be generally at good levels of service, limited problems will occur in the Town. The following actions outline the issues and concerns raised in the community with regards to traffic circulation in the Town, as well as describe how the Town will address each issue.

TABLE C-1 **ROADWAY LEVEL OF SERVICE THRESHOLD VOLUMES**

Roadway Type	Maximum Daily Volume (both directions) ¹				
	LOS A	LOS B	LOS C	LOS D	LOS E
2-lane Minor Arterial	6,600	7,700	8,800	9,900	11,000
2-lane Collector	5,700	6,650	7,600	8,550	9,500
2-lane Local Street ²	1,200	1,400	1,600	1,800	2,000

¹ All volumes are approximate and assume ideal roadway characteristics.

² The capacity limitation is related to neighborhood quality of life rather than the physical carrying capacity of the road. This assumes a standard suburban neighborhood, 40-foot roadway width and 25 mile per hour speed limit with normal speed violation rates.

TABLE C-2 **SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

LOS	Description	Average Control Delay (in seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression or very long cycle lengths.	> 80.0

Note: V/C = volume-to-capacity

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

TABLE C-3 UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Average Control Delay per Vehicle (Seconds)
A	Little or no delay	≤ 10.0
B	Short traffic delay	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

a. School Congestion

There are existing problems with congestion occurring around the public schools during the morning when students are dropped-off and in the afternoon when they are picked-up. High levels of congestion only occur for a period of less than one hour twice a day. For example, the intersections near Crocker Middle and North Elementary Schools operate at a LOS D occurring during the morning drop-off period and LOS C in the afternoon. This will continue to decline in the future, with mornings worsening to LOS F and afternoon falling to LOS D. Installing major physical traffic control improvements, such as traffic signals or additional waiting areas for cars, to improve the traffic flow during these short periods of time would be very costly and affect the visual character of the area. As a result, the Town is willing to accept a higher level of congestion around the public schools during the pick-up and drop-off hours than it would otherwise accept on other residential roadways.

However, the Town will continue to work with the School District to explore less intrusive and less costly ways to control congestion and traffic flow

around the public schools. For example, the Hillsborough City School District is in the process of creating a Master Plan of improvements for all of the public schools. The School District has hired traffic consultants to help redesign school access as part of the Master Plan process. Since many of these improvements will not occur for several years, the Town will consider short-term measures, such as additional police presence, to help manage school traffic.

b. Floribunda Avenue/El Camino Real Intersection Safety

There are approximately seven to eight traffic accidents per month within Hillsborough and the highest number occur at the intersection of Floribunda Avenue and El Camino Real. A study of the intersection was completed and potential improvements identified that address the intersection's various safety concerns. The Town will work with Caltrans to implement the study's recommendations.

c. Black Mountain Road/Hayne Road/Skyline Boulevard Intersection

Another area that experiences high levels of congestion is the Black Mountain Road/Hayne Road/Skyline Boulevard intersection, with a morning LOS E. While much of this traffic is comprised of local Hillsborough residents, contractors and students traveling to The Nueva School, people traveling to and from San Mateo and other adjacent communities also use Hayne Road to access I-280. A portion of the intersection is outside of the Town's limits and under the jurisdiction of San Mateo County and Caltrans.

Future regional growth projections from the City/County Association of Governments (C/CAG) regional travel demand forecasting model anticipate that the number of non-Hillsborough residents impacting the intersection will increase dramatically in the future, reaching a LOS F both in the morning and afternoon. The Town has decided that, while some improvements are necessary to ensure the comfort of its residents traveling through the Black Mountain Road/Hayne Road/Skyline Boulevard intersection and to The Nueva School, the Town cannot afford to make costly circulation improvements simply to facilitate regional traffic, especially since the Hillsbor-

ough circulation system was never designed to safely transport large numbers of through vehicles. As a result, the acceptable level of service for this intersection is higher than the rest of the community.

While accepting a higher level of congestion, the Town will work with San Mateo County and Caltrans to implement feasible improvements at this location, such as adding a separate eastbound left-turn lane and a separate shared through/right-turn lane to improve traffic flow. This improvement is anticipated to improve the intersection's operation to LOS D in the morning and LOS C in the afternoon.

d. On-street Parking Obstructions

Many of Hillsborough's streets are narrow and vehicles are often not parked properly. Fire engines sometimes have difficulty navigating around parked vehicles on streets. Residents are usually responsive when asked to fix the situation. The Town will update its parking strip requirements to ensure that there is adequate on-street parking and provide safer pedestrian routes, while addressing concerns about the impact of parking strips on the visual character of the community.

e. Emergency Response Access

The existing circulation system increases the difficulty for the Fire Department to serve the Town due to the limited number of north-south connections. This lack of connectivity limits the options for responding vehicles. There are few physical improvements that can be made to the circulation system to address this since the roadway system is mainly built-out. However, to address this issue, the Fire Department ensures that its drivers are well trained and know the Town well.

5. Parking Requirements

Parking generally is not a problem in Hillsborough, since most homes provide adequate off-street parking for residents and a limited number of guests. When parking may become an issue is during large events, such as parties, when there is a high demand for on-street parking. This can become a prob-

lem since the Town's streets are generally narrow, and poorly parked cars can make through traffic and emergency access difficult. The police are available to assist in organizing parking during events, and they report that generally people are very responsive when asked to park correctly.

To address the need for on-street parking that allows cars to be parked partially out of the roadway, the Town requires development that involves work within a public right-of-way, or when a building permit is issued involving more than 50 percent of the living area of a dwelling, to provide a 5-foot-wide parking strip along the street frontage of the property. Some members of the community find the parking strips unattractive. Another complaint is that some property owners install parking strips, but then put vegetation or hardscape within the parking strips, making them unusable for parking. Another parking issue raised is that some visitors are not aware that the strips are to be used for parking. To address these issues and ensure that the parking strip ordinance meets the needs of the community, the Town will update the ordinance, as described in the Goals, Policies and Actions section of this Element.

6. Pedestrian Routes

The Town of Hillsborough has a history of not allowing sidewalks in an effort to maintain the rural character of the community. While the lack of sidewalks does add to the character of the community, it sometimes results in people having to walk in the travel lanes of the roadway, potentially creating safety hazards, especially for children walking to school. The parking strips do provide an alternative to walking on the street, when not used by cars. The revision to the parking strip ordinance, as discussed in the Goals, Policies and Actions section, will take into consideration the benefits to pedestrian safety when determining the appropriate location for parking strips. The Town will also encourage the provision of bicycle and pedestrian routes around school areas to encourage students to walk and bike to school and help reduce automobile congestion.

The San Mateo County 2001 Trails Plan identifies two trails that are routed through Hillsborough or adjacent to the Town limits.

- ◆ First, the multi-use San Mateo Creek Trail is proposed along Crystal Springs Road, with a proposed on-street bicycle route and off-street path for hikers. The Town supports exploring the possibility of completing the San Mateo Creek Trail, with an emphasis on providing an off-street trail for both pedestrian and bicyclists due to the narrow roadway which makes on-street bicycle travel dangerous.
- ◆ Second, El Camino Real is identified as the hiking/equestrian Juan Bautista de Anza National Historic Trail due to the fact that the road generally follows the route taken by Juan Bautista de Anza in 1775-6. However, the Trails Plan states that El Camino Real is not the best location for recreational use due to the high volume of traffic and recommends using other trails. Alternatives to this route, using other trails outside Hillsborough, are identified in the Trails Plan.

7. Bicycle Facilities

Bike facilities are limited in Hillsborough due to the existing narrow roadway system and hilly terrain. Consistent with the proposed San Mateo Creek Trail identified in the County's Trail Plan, as described above, portions of Crystal Springs Road contain existing bicycle lanes. Bicycle lanes are striped along the south side of Crystal Springs Road from Stonebridge to El Cerrito and then for a short portion further to the west on both sides of Crystal Springs. However, the bike lane is not complete and is very narrow in areas, thereby making it difficult to access and use. There is also an existing bike lane along both sides of Skyline Boulevard from Hayne Road to Summit Drive. The 2000 San Mateo County Comprehensive Bicycle Route Plan also shows bikeways for both Skyline Boulevard and Crystal Springs Road. The proposed Crystal Springs bikeway, called Crystal Springs—3rd/4th Avenue Bikeway, would connect the multi-use Sawyer Camp Trail, located in San Mateo County west of the Town of Hillsborough, to the San Francisco Bay Trail multi-use path that traverses the shorelines of the cities to the east of Hillsborough. The Town will continue to explore opportunities to provide

additional bicycle facilities, where appropriate. Figure C-1 depicts the location of the existing Skyline Boulevard and proposed Crystal Springs Road bikeways.

Even though there are few official bicycle facilities in Hillsborough, the Bicycle and Pedestrian Advisory Committee of C/CAG has identified main bicycle routes for Hillsborough. These maps are available to the public for use in planning their bicycle trip through Hillsborough.

8. Public Transit

There is not currently any public transportation running through the Town of Hillsborough. Due to Hillsborough's low density housing, low ridership potential, and roadway system, it is unlikely that any fixed bus route would be routed through the Town.

Express bus route #MX, operated by the San Mateo County Transit District (SamTrans), runs along El Camino Real, providing service to downtown San Francisco. Riders of the #MX route can transfer to Routes 295, 390 and 391, which run to the Caltrain station, South San Francisco Bay Area Rapid Transit (BART) station and Colma BART station, respectively. Residents of Hillsborough have access to the BART system at the Millbrae BART station, which is the closest station and is located in the neighboring City of Millbrae.

SamTrans also offers Redi-Wheels, a Paratransit service for the disabled persons of Bayside San Mateo County who are unable to use regular bus services. This service is available for disabled residents of Hillsborough. The Redi-Wheels territory includes San Mateo County and also transports riders to North Palo Alto and portions of San Francisco.

Regional rail service is provided in the adjacent communities of Millbrae, Burlingame and San Mateo. Caltrain provides frequent train service between San Jose and San Francisco seven days a week, with the "Baby Bullet" train stopping at the Millbrae station. During commute hours, Caltrain provides



• • • • Bikeway

FIGURE C-1
BIKEWAYS

extended service to Gilroy. The closest Caltrain stations to the Town of Hillsborough are the Millbrae, Broadway and San Mateo stations.

9. San Francisco International and San Carlos Airports

The closest airport to Hillsborough is the San Francisco International Airport (SFO). SFO is located approximately three miles northeast of Hillsborough on the northeast side of US 101, between the freeway and the San Francisco Bay. The facility is the largest commercial service airport in the Bay Area and in Northern California. The airport is served by 38 airlines and served approximately 29 million annual passengers in 2003. The airport is owned and operated by the City and County of San Francisco, but is located entirely within San Mateo County.

San Carlos Airport is located approximately 10 miles southeast of SFO adjacent to US 101, on the northeast side of the freeway. San Carlos Airport is a small but busy general aviation airport. The facility is located within the city limits of the City of San Carlos, but is owned and operated by the County of San Mateo. The facility includes a single runway (Runway 12/30) that is 2,600 feet in length. Aircraft operating at the airport are limited by the County of San Mateo to 12,500 pounds or less in weight. This limitation allows most single piston engine aircraft and some light twin piston engine aircraft. Approximately 500 general aviation aircraft are based at the airport. The facility is designed for general aviation aircraft operations (take-offs, landings and transitions) only, with the airport handling approximately 170,000 operations per year. There is no current or planned commercial airline service at San Carlos Airport.

B. Goals, Policies and Actions

Goal C-1	Provide for well-maintained, safe roads and encourage safe driving, bicycling and walking practices throughout the Town.
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- Policy C-1.1: Maintain public roadways in good condition to minimize the potential for automobile accidents and reduce wear and tear on vehicles.
- Policy C-1.2: Install additional street safety improvements, where feasible, within areas where traffic creates public safety problems.
- Policy C-1.3: Provide for adequate sight distance at all intersections and driveways where feasible, including areas experiencing high parking rates due to construction projects and events.
- Policy C-1.4: Promote safe motor vehicle, pedestrian and bicycle activities to avoid situations that may result in accidents.
- Policy C-1.5: Maintain adequate emergency access for all land uses.
- Action C-1.1: The Public Works Department will continue to utilize the Pavement Management System to plan for the on-going maintenance of the Town's roadways.
- Action C-1.2: The Police Department will monitor accident reports and complaints to identify locations that are at high risk for accidents, including the El Camino Real/Floribunda Avenue intersection. They will work with the Public Works Department to identify and implement appropriate improvements to reduce the incident of accidents.

Goal C-2	Wherever possible, reduce traffic congestion in Hillsborough, especially around schools and at main entrances to Hillsborough.
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- Policy C-2.1: Maintain a minimum Level of Service “C” operating standard for intersections and roadway segments in the Town of Hillsborough, except for the Black Mountain Road/Hayne Road/Skyline Boulevard intersection and the intersections and roadway segments adjacent to public or private schools.
- Policy C-2.2: Accept Level of Service “F” at the intersection of Black Mountain Road/Hayne Road/Skyline Boulevard, which is affected by regional traffic traveling to and from I-280 through Hillsborough.
- Policy C-2.3: Accept Level of Service “F” during the morning and afternoon pick-up and drop-off hours at intersections and roadway segments adjacent to the public schools due to the intermittent character of the congestion.
- Policy C-2.4: Work with the public and private schools to encourage site design and operation that reduce, wherever possible, traffic impacts to adjacent roadways.
- Policy C-2.5: Encourage the public and private schools to expand ride-sharing activities to help reduce school-generated vehicle traffic around the schools.
- Policy C-2.6: Coordinate with adjacent jurisdictions and regional planning agencies to promote safe and efficient roadway design at Town entrances, as well as to support the management of overall traffic congestion.
- Action C-2.1: The Town will work with San Mateo County, the SFPUC and Caltrans to implement feasible improvements at the intersection of Black Mountain Road/Hayne Road/Skyline Boulevard to improve traffic flow or limit the amount of regional cut-through traffic traveling into the Town. Such

improvements might include adding a separate eastbound left-turn lane and a separate shared through/right-turn lane. The Town may consider adoption of traffic impact fees to fund the Town's share of improvements.

- Action C-2.2: The Town will work with Hillsborough City School District through the District's Facility Master Plan process to identify roadway improvements for site access and on-site circulation at the schools, as well as explore and implement traffic control programs to reduce congestion in the area around the public schools. The Town will also work with the District to identify and implement short-term measures, such as providing additional police presence, to address traffic congestion until long-term improvements are made.
- Action C-2.3: The Town will work with the School District and local private schools to develop a network for parents to facilitate organizing carpools as well as encouraging safe walking and biking.
- Action C-2.4: The Town will identify minimum Levels of Service for intersections shared with adjacent communities (i.e. the intersection of El Camino Real/Floribunda Avenue, the roadway segment of Crystal Springs Road west of Alameda de las Pulgas and Summit Drive) and pursue agreements with adjacent communities to maintain those intersections at the agreed upon Level of Service.
- Action C-2.5: While accepting a lower Level of Service where appropriate, the Town will monitor every five years via traffic counts roadway segments or intersections that are operating at Level of Service D or lower. The Town will explore feasible mitigation measures to reduce congestion at these locations.

Goal C-3	Ensure that there is adequate, safe parking to maintain good traffic flow and emergency access.
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Policy C-3.1: Encourage property owners to provide adequate parking to meet demand.

Policy C-3.2: Continue to require property owners who are building a new house or remodeling/adding more than 50 percent to the living area of an existing house, to install parking strips, as a means to provide safer on-street parking. Once updated, parking strip requirements will reflect the need to continue to require parking strips in areas where the strips provide needed parking and safety, such as:

- ◆ Narrow streets where on-street parking without a parking strip may obstruct the flow of traffic.
- ◆ Areas near to major pedestrian destinations, such as schools and parks, where parking strips provide off-street pedestrian routes.

In addition to affirming areas where parking strips should continue to be required, the updated parking strip requirement will incorporate additional opportunities for flexibility, such as reducing or waiving the parking strip requirements. Opportunities where flexibility may be appropriate include:

- ◆ Non-residential properties where adequate off-street parking is available for visitors and where there are little or no adjacent residential uses that will generate the need for parking.
- ◆ Properties located on streets with little demand for parking and where parking strips on only a portion of the

street frontage will provide adequate opportunities for safe, on-street parking.

Action C-3.1: The Town will review all construction plans for conformance with Municipal Code parking requirements.

Action C-3.2: The Town will update the parking strip requirement.

Goal C-4	Provide for safe pedestrian routes in appropriate locations.
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Policy C-4.1: Work with the public and private schools to promote safe driving and pedestrian circulation around or near the schools.

Policy C-4.2: Work with residents to identify appropriate locations for the provision of off-street pedestrian routes, such as on Town-owned open space areas, large properties when subdivided, and as a feature of parking strips.

Action C-4.1: The Town will coordinate with the school district and other entities to develop “Suggested Routes to School Plans” for all public and private schools in the Town. Plans shall identify all pedestrian and bicycle facilities, and traffic control devices for residents to determine the most appropriate travel routes. The plans shall also identify existing easements for potential use for off-street pedestrian pathways.

Goal C-5	Support the provision of safe bicycle routes that will reduce conflict with automobile traffic.
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- Policy C-5.1: Continue to cooperate with San Mateo County, C/CAG and bicycle organizations in the planning and implementation of a countywide bicycle system which will traverse and connect with Hillsborough.
- Policy C-5.2: Encourage the provision of bicycle facilities in areas that provide adequate space and separation from automobiles without negatively impacting biologically sensitive areas.
- Action C-5.1: The Town will pursue the creation of an off-street bicycle trail along Crystal Springs Road, consistent with the County's Trails Plan and Bicycle Route Plan. In this effort, the Town will work with current property owners, including the SFPUC, to incorporate the trail into future development along the route. The Town will recommend that the County of San Mateo research, identify and compete for available funding to assist with the completion of the trail. Hillsborough will also request the County of San Mateo and C/CAG to study feasible alignments that would avoid negatively impacting sensitive biological resources located along San Mateo Creek.
- Action C-5.2: The Town will develop a community awareness program to encourage local use of safer bicycle routes, including referring residents to the C/CAG Bicycle and Pedestrian Advisory Committee's bicycle route map. The Town will include bicycle and pedestrian safety and enforcement when developing community awareness programs.

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4 OPEN SPACE AND CONSERVATION ELEMENT

The purpose of the Open Space and Conservation Element is to ensure the comprehensive and long-range preservation and management of open space land in and around Hillsborough. The Open Space and Conservation Element seeks to maintain the low density, residential character of the community and its high quality of life by preserving open space lands, protecting natural habitats for endangered and threatened species and providing recreational opportunities for Town residents.

To avoid repetition, this element combines two State-mandated elements, the Open Space Element and the Conservation Element. The State-mandated Open Space Element is concerned with the management of open space resources, including cultural resources. Open space is defined as any parcel or area of public or private land or water that is essentially unimproved and undeveloped. State law identifies several types of open space, including: open space that preserves natural and cultural resources, manages production of resources, provides outdoor recreation and protects public health and safety.

The State-mandated Conservation Element is concerned with the protection of natural resources, including plants and animal wildlife, water bodies and watersheds, forests, soils, minerals and energy conservation. Since many of these natural resources are associated with open space lands, Hillsborough combines these two elements into one.

The Element is divided into two sections:

- ◆ **Background Information.** Provides information on the existing conditions of recreational, open space and cultural resources.
- ◆ **Goals, Policies and Actions.** Provides policy guidance for protecting and preserving important recreational, open space and cultural resources.

A. Background Information

1. Public Parkland

The Town of Hillsborough has a limited amount of public parkland, consisting of two parks and a water conservation garden. Figure LU-1 in the Land Use Element depicts the location of the Town's public parkland. Vista Park, a 1.5-acre neighborhood park located off of Vista Road, between Chiltern and Culebra Roads, is the largest and oldest of the two. Improvements to Vista Park have been initiated by the Hillsborough Beautification Foundation, and include rehabilitation of the facility to address issues such as poor drainage and old equipment, as well as rehabilitation of the basketball court and soccer field. The Hillsborough Beautification Foundation completed Crossroads Park, a quarter-acre pocket park located at the corner of Hayne and Black Mountain Roads on a former water tank site.

The Town also built the Hillsborough Water Conservation Park in 1989 at the Town Hall to demonstrate water conservation techniques for the benefit of homeowners in Hillsborough and surrounding communities. Native, low-water use and drought tolerant plants create an attractive garden utilizing mulch and an automatic drip irrigation system. It is open for the public's enjoyment to illustrate what can be created in this area of California, where the need for long-range water conservation is critical. The park was funded by grants from the State of California and contributions from private citizens and local garden clubs.

The Hillsborough City School District and Town have created a Joint Powers Agreement to form the Hillsborough Recreation Department. By creating a Recreation Department, the School District is able to charge for the use of its facilities after normal school hours, thereby off-setting the additional maintenance costs related to heavier use of the fields. As well as providing playing fields, a gym and tennis courts to youth sports programs and interested adults, the Recreation Department also offers children alternative after-school activities.

Besides the school facilities used for sports and after school programs, the Town has approximately two acres of developed public parkland, which translates into about 0.2 acres of parkland per 1,000 residents. This amount of parkland is lower than is typically recommended for communities; however, many homes are situated on large lots and contain private recreational facilities such as yards, tennis courts and pools. The Burlingame Country Club also provides an additional private recreational opportunity for its members. In addition, Town residents have access to the many nearby County recreational facilities including the extensive County open space areas that surround the Crystal Springs Reservoirs, to the west of I-280, and the recreational facilities along the San Francisco Bay, including Coyote Point County Recreation Area.

Based on the Town's goal of providing an additional three acres of parkland for every new 1,000 residents, there will be a need for approximately 1.44 acres of additional parkland to meet future demand. With the high cost of land, there will be limited opportunities for additional parkland within Hillsborough, so future parks will be smaller and consist of five acre or less neighborhood parks, such as Vista Park, and less than one acre pocket parks, such as Crossroads Park. The following provides a description of neighborhood and pocket parks:

- ◆ **Neighborhood Park.** These parks provide a wide range of recreational facilities, such as playing fields, playgrounds and picnic areas, as well as opportunities for more relaxed recreation, such as grassy areas and walking trails. Due to the variety of recreational opportunities, neighborhood parks generally attract people from outside the immediate vicinity of the facility and are used by the community as a whole.
- ◆ **Pocket Park.** Generally located on smaller in-fill sites, these parks usually offer limited recreational opportunities, such as a small playground or a landscaped area with a park bench. Since these parks do not offer the same range of recreational opportunities as neighborhood parks, they primarily attract and serve local residents from the immediate neighborhood.

One potential opportunity for additional parkland would be the reuse of Town property in the event that there is no other use for the property, or it is not sold to generate revenue for the Town. Another potential opportunity for additional parkland will occur in the event that any remaining large parcels are subdivided. As discussed in the Land Use Element, parcels proposed for subdivision into five or more lots will be required to prepare a detailed conceptual plan, which includes among other requirements, an evaluation of the potential for inclusion of open space and parkland opportunities. A needs assessment should be completed prior to designing parks to ensure that the community's specific needs for various recreational features are met in new and rehabilitated recreational facilities.

2. Natural Space Resources

Hillsborough has been fortunate to have preserved almost 250 acres of open space within the Town. The majority of this land is located in the Skyfarm Subdivision area in the northwestern portion of Hillsborough, with three other large open space areas located near Southdown Court, Crystal Springs Road and in the Tobin Clark area. Figure LU-1 in the Land Use Element depicts the location of the Town's natural open space areas. In addition, there is another large area of open space adjacent to the Town, on the western side of I-280 that adds continuum to the low density character of the community.

Interest has been expressed in the possibility of granting public access to some of the currently restricted open space areas. If pursued, issues needing to be addressed include, appropriate uses, how additional uses would affect existing reversion constraints¹ on the property, and safety and liability concerns. The Town has already started working with the Hillsborough Beautification Foundation and the owners of the reversion rights for Crocker Lake to explore ways to provide limited public access to the area for recreational uses

¹ Some of the Town's open space was donated with the condition that it be preserved as open space. If the Town does not maintain the properties per the original agreement the property would revert in ownership to the persons holding the reversion rights.

that allow people to enjoy the natural beauty of the area, such as walking and picnicking.

3. Private Recreation

Two private facilities, the Burlingame Country Club and the Hillsborough Racquet Club, offer recreational opportunities for their members. The Burlingame Country Club, with approximately 110 acres, also adds to the character of the community by preserving large areas in a more open setting.

4. Biological Resources

The California Department of Fish and Game maintains the California Natural Diversity Database (CNDDB), which tracks the location and condition of California's rare animals, plants and natural habitats. A search of the database was completed for Hillsborough and a one-mile radius around the Town to identify rare and sensitive species and habitats with the potential to occur within Hillsborough. Table OSC-1 lists the rare and sensitive species and communities that may occur within the Town. The Town monitors new development to ensure that it does not negatively impact sensitive species, especially those listed in the table.

While deer are not considered a sensitive species, they are common in Hillsborough and warrant mention since they pose a threat to safety, as they cross streets in front of moving vehicles, and damage personal property, such as gardens. Unfortunately, the Town has limited options to control the deer population. According to the California Department of Fish and Game, removal of the existing deer would simply result in the immigration of replacement deer. As a result, individual property owners are responsible for protecting their own property from deer damage, in part by reducing potential food sources and taking extra care when driving through Hillsborough.

TABLE OSC-1 **BIOLOGICAL RESOURCES WITH THE POTENTIAL TO OCCUR IN HILLSBOROUGH**

Common Name	Type	Status
Bay Checkered Butterfly	Invertebrate	Federal – Threatened
Bent-Flowered Fiddleneck	Plant	Federal – Species of Concern
California Clapper Rail	Bird	State/Federal - Endangered
California Red-Legged Frog	Amphibian	State – Species of Special Concern Federal - Threatened
Crystal Springs Lessignia	Plant	Federal – Species of Concern
Edgewood Blind Harvestman	Invertebrate	Federal – Species of Concern
Fountain Thistle	Plant	State/Federal - Endangered
Fragrant Fritillary	Plant	Federal – Species of Concern
Franciscan Onion	Plant	Federal – Species of Concern
Hillsborough Chocolate Lilly	Plant	Federal – Species of Concern
Marin Western Flax	Plant	State/Federal - Threatened
Mission Blue Butterfly	Invertebrate	Federal - Endangered
Myrtle’s Silverspot Butterfly	Invertebrate	Federal - Endangered
San Francisco Bay Spineflower	Plant	Federal – Species of Concern
San Francisco Owl’s Clover	Plant	Federal – Species of Concern
San Mateo Thorn-mint	Plant	State/Federal - Endangered
San Mateo Woolly Sunflower	Plant	State/Federal - Endangered
Serpentine Bunchgrass	Terrestrial Community	
Western Leatherwood	Plant	

Source: California Department of Fish and Game, *California Natural Diversity Database*, May 2004.

The creeks in Hillsborough provide important riparian habitat. In addition to providing natural habitat for plant and animal species, well established vegetation along these waterways plays an important role in controlling erosion. The Town's approach to watershed protection is described in detail later in this Element.

Another important habitat type in Hillsborough is oak woodland, which is found along drainage areas and in undeveloped areas of the community. The new Stonebridge subdivision is an example of the Town's attempts to preserve existing oak woodland habitat, while allowing for new development.

While they may not qualify as protected species under State or federal law, established trees are important features of Hillsborough's existing character and are enjoyed by the public as a whole, not just property owners with larger trees. As a result, the Town has adopted a Tree Removal Ordinance to protect and regulate tree removal throughout the community, even on private property, and address the community's desire to maintain its forested character. The Ordinance is generally limited to larger, established trees, although trees on vacant lots where no development is proposed are given more protection. Since they present a fire hazard and are not a native species, the Town encourages removal of Blue Gum Eucalyptus and Baileyanna Acacia. Hillsborough will be updating the Tree Removal Ordinance to ensure that it allows for the continued health of the community's tree resources and maintains the community's character.

While trees contribute to the visual appearance of the community, they occasionally block individual views from neighboring properties if not properly maintained. This can create disagreements between neighbors, especially when there were existing views at the time of purchase of a home which later become obscured by neighboring trees. The Town encourages neighbors to work out their differences and find a way to allow for the co-existence of larger trees as well as views through the Voluntary Resolution of Disputes Regarding Trees and Views Ordinance.

5. Water Quality

The Town of Hillsborough purchases its water from the San Francisco Public Utilities Commission (SFPUC). According to the SFPUC's 2003 Water Quality Report, approximately 76 percent of the SFPUC's water supply comes from the Hetch-Hetchy Reservoir, located in Yosemite National Park. Because the Hetch-Hetchy water supply meets all federal and State criteria for watershed protection, disinfection treatment, bacteriological quality and operation standards, the Hetch-Hetchy water source has been granted a filtration exemption so that the water does not require additional filtration in Hillsborough to ensure its safety.

The remaining 24 percent of the SFPUC water supply is collected in the Alameda and Peninsula watersheds. Rainfall and runoff water is collected in reservoirs and limited groundwater is pumped from the Sunol Filter Galleries near the Town of Sunol. Both surface and groundwater sources are treated and filtered by the SFPUC before delivery.

Beginning in February 2004, the SFPUC implemented a system-wide change to use chloramine as the residual disinfectant to meet current and future water quality regulations. Chloramine, a combination of chlorine and ammonia, is a more stable, longer-lasting disinfectant that produces lower levels of harmful disinfection byproducts such as trihalomethane, a possible carcinogen.

The Town of Hillsborough does not have much direct control over protecting the quality of its drinking water before it is received from the SFPUC. The Town will continue to support the SFPUC in its efforts to protect the Hetch-Hetchy water source and the Alameda and Peninsula watersheds. The SFPUC conducts detailed monitoring of the Hetch-Hetchy watershed weather conditions, water turbidity levels, microbial contaminants and aqueduct disinfectant levels. As described in its 2003 Water Quality Report, the SFPUC also completed a detailed drinking water source assessment for all SFPUC watersheds in 2000, which showed very low levels of contaminants.

Hillsborough does have direct influence over the maintenance of its water supply infrastructure system, which can affect the quality of water. The Town will continue to monitor the water it distributes to residents in Hillsborough and maintain the distribution system to ensure a high quality supply.

The Town also has influence over the quality of water in the four watersheds within which it is located, which also contain several small creeks and two lakes, Crocker and Spencer. The watersheds, from north to south, include Mills Watershed, Sanchez Watershed, San Mateo Watershed and Pulgas Watershed. Figure OSC-1 depicts the general boundaries of these watersheds.

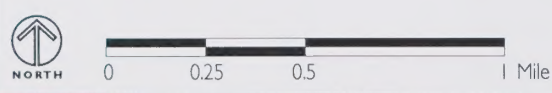
6. Cultural Resources

Incorporated in 1910, the Town of Hillsborough's long history is exemplified in its existing architecture and historic features. There is also evidence of pre-European activities within the Town limits, and environmental studies have identified prehistoric sites, such as shell middens.

During 1989 and 1990, the Town of Hillsborough was comprehensively surveyed for historic buildings. The goal of the survey was to identify buildings that have historical significance and/or are architecturally unique, versus those buildings that, while old, provide little historical or local significance. As a result of the survey, many historically-important homes were identified, representing various periods of the community's history, including the Early Subdivisions (1885-1915), the Great Estates (1900-1930) and the Later Subdivisions (1916-1940).



Source: San Mateo County Incorporated Land and Water Resources Map, dated January 2, 1996.
 Available on the County's website:
www.co.sanmateo.ca.us



- Watershed Boundaries
- Streams and Lakes

FIGURE OSC-1
WATERSHEDS

In response to past threats of demolition of important privately-owned historic structures, the Town adopted a Historic Preservation Ordinance that allows it to have some control over the demolition of all or part of identified historic structures. Currently, the structures that are subject to this Ordinance are:

- ◆ The Carolands (565 Remillard Drive)
- ◆ La Dophine (1761 Manor Drive)
- ◆ Skyfarm – The Nueva School (6565 Skyline Boulevard)
- ◆ Uplands II – Crystal Springs Uplands School (400 Uplands Drive)
- ◆ The White House (401 El Cerrito Road)

In addition to the private historic homes within Hillsborough, there are also publicly owned historic structures scattered throughout the community. The most prevalent are the historic gates that remain from the former entrances to now subdivided estates, or in the case of the Carolands Gates at Ralston and Eucalyptus Avenues, gates that were installed at the time of subdivision to limit access to newly subdivided areas. The Town owns the Gate House, also located at the intersection of Ralston and Eucalyptus Avenues, which, according to the historic building survey, is thought to have served as the sales office for the subdivision.

The Town will continue to enforce its adopted Historic Preservation Ordinance, as well as require development proposals subject to environmental review to survey for important historic and prehistoric resources.

7. Other Important Resources

The Town of Hillsborough does not contain any designated important mineral resources that need to be protected per State law. In addition, due to the mainly developed nature of the community, there is no on-going agricultural or lumber production within the Town and the State has not identified any important farmlands within Hillsborough in need of conservation.

B. Goals, Policies and Actions

Goal OSC-1 Continue to identify new opportunities for recreational facilities, and maintain existing facilities.

Policy OSC-1.1: Evaluate underutilized publicly-owned property for recreational reuse, working with other public agencies and private organizations when necessary.

Policy OSC-1.2: Continue to support local community efforts to expand and improve recreational facilities and identify funding for the on-going maintenance of facilities.

Policy OSC-1.3: Review future subdivision proposals for the opportunity to incorporate new recreational opportunities into the site design and/or require parkland in-lieu fees.

Action OSC-1.1: The Town will continue to cooperate with the Hillsborough City School District through their Joint Powers Agreement to maintain the Hillsborough Recreation Department.

Action OSC-1.2: The Town will adopt an ordinance in compliance with the Quimby Act to require new development to provide land dedication and/or in-lieu fees in the amount equal to three acres of parkland per 1,000 new residents. Due to the limited availability of land within Hillsborough for new parks, future additional parks will consist of neighborhood parks of five acres or less and pocket parks of less than one acre.

Goal OSC-2 Preserve open space for existing and future residents.

Policy OSC-2.1: Continue to maintain Town-owned open space.

Policy OSC-2.2: Consider the limited public use of Town-owned public open space, where appropriate, in a manner that considers mitigation of impacts on adjacent neighbors and natural resources and does not conflict with existing reversion restrictions.

Goal OSC-3 Ensure the continued preservation, protection and restoration of the natural features and resources of the Town that are essential to maintaining the quality of life for residents and wildlife, including creek corridors, trees, slopes and woodlands, while minimizing potential conflicts, such as deer overpopulation.

Policy OSC-3.1: Continue to encourage the preservation of drainage watercourses and riparian habitat in a natural state by not allowing the culverting of existing creeks and requiring appropriate set backs and buffers from creekbeds.

Policy OSC-3.2: Preserve and enhance valued riparian habitat and other important areas that provide important water quality benefits, such as watersheds.

Policy OSC-3.3: Continue to preserve and protect valuable native tree life, such as redwoods, oaks and bays, while recognizing the need to allow for the gradual replacement of trees to provide for on-going natural renewal.

- Policy OSC-3.4: Enforce the Tree Removal Ordinance and require development proposals to provide adequate information to all Town staff to assess the project's impact on tree removal.
- Policy OSC-3.5: Require property owners to replace removed native trees in a manner that maintains the visual character of the property and takes neighboring properties into consideration. The replacement trees may be located on other parts of the lot, as approved by the Town.
- Policy OSC-3.6: Continue to encourage property owners to find amicable solutions that address the need to balance the preservation of trees and private views.
- Policy OSC-3.7: Encourage the removal of non-native tree species, such as eucalyptus and acacia trees, that increase hazards for the community. Removed non-native trees should be replaced with native trees.
- Policy OSC-3.8: Continue to preserve the quality of trees in open space areas and in public landscaped areas.
- Policy OSC-3.9: Preserve dedicated open space areas and evaluate recreational potential of open space.
- Policy OSC-3.10: Continue to maintain fire trails in open space areas for public safety.
- Policy OSC-3.11: Preserve and protect rare and endangered species, and their habitats.
- Policy OSC-3.12: When appropriate, require proponents of projects to complete biological surveys necessary to ensure compliance with all local, regional, State and federal regulations in re-

gards to biological resources. When negative impacts to biological resources are unavoidable, mitigation measures, such as conservation easements, will be required to reduce them.

Policy OSC-3.13: Provide information to citizens about the management of deer populations within the Town of Hillsborough. The Town will encourage citizens not to feed deer and thereby alter the natural carrying capacity of the land for deer.

Action OSC-3.1: The Town will update the Tree Removal Ordinance to recognize the need to allow for a system of gradual replacement of important trees as they age to ensure that there is a mixture of healthy trees in the community and that there is not a period during which all of the trees die of old age at the same time. The Ordinance will also be updated to ensure that replacement of trees permitted for removal occurs in a manner that maintains the existing character, such as requiring either large-sized replacement trees or a greater number of smaller-sized trees. The location of replacement trees will also be considered as part of the Ordinance update to ensure that as the trees grow, their impact on existing private views is minimized. The Ordinance update will include language that addresses potential damage associated with changes in drainage patterns or impacts on root system of existing trees to remain on site resulting from new development.

Action OSC-3.2: The Public Works Department will be responsible for maintaining the health of trees on public property as necessary. When necessary, the Department will employ the services of a registered forester or arborist. Trees on private properties should be maintained by property owners

so that the long-term health and welfare of all the trees in the Town can be assured.

Action OSC-3.3: The Town will continue to direct residents to the procedures in the Voluntary Resolution of Disputes Regarding Trees and Views Ordinance to allow neighbors to come to agreement on a balance between the desire for larger trees and preservation of views. Where people are unable to communicate with their neighbors, the Ordinance recommends voluntary mediation and arbitration.

Action OSC-3.4: The Town will provide information to residents on how to reduce the impact of deer on private property, such as planting vegetation that deer generally dislike and fencing vegetation that they will eat. Residents will also be reminded that it is illegal to feed deer and that it poses a risk to both humans and deer.

Goal OSC-4 Minimize the impact of urban development on creeks and maintain a high level of water quality.

Policy OSC-4.1: Control and monitor development and activities along the creeks to avoid negative impacts from urban uses on water quality and habitat preservation and enhancement, as well as to protect the public health and safety of public and private property.

Policy OSC-4.2: Encourage development to follow watershed-based planning and zoning by examining proposed development in the context of the entire watershed and subwatershed.

- Policy OSC-4.3: Protect drainage facilities, including ensuring creekbank stability, to avoid negative impacts to downstream hydrology.
- Policy OSC-4.4: Require projects to reduce, to the extent feasible, potential sediment discharge, erosion, run-off flow and volume, and stormwater pollution, both during construction, as well as post-construction. Require projects to incorporate mitigation measures, such as Best Management Practices (BMPs), to address these water quality impacts, especially if proposing construction during the wet season.
- Policy OSC-4.5: Reduce the amount of hazardous wastes entering into the local and regional waterways by:
- ◆ Prohibiting the illicit dumping of wastes into storm drains, creeks and other waterways.
 - ◆ Prohibiting the discharge of pollutants to the maximum extent practicable.
 - ◆ Encouraging the use of naturally pest-resistant landscaping and design features that reduce the need for chemical treatments, and incorporate stormwater detention and retention into their design, when appropriate.
- Policy OSC-4.6: Reduce surface run-off by minimizing impervious surfaces associated with motorized vehicles, as well as requiring projects to include site designs that minimize impervious surfaces and maximize on-site filtration.
- Policy OSC-4.7: Require property owners to work with the natural topography and drainages to the extent feasible when designing development projects to reduce the amount of grading necessary and limit the disturbances to natural water bodies and drainage systems.

Action OSC-4.1: The Town will adopt and implement a Creek Protection Ordinance to ensure that new development does not have a negative impact upon the hydrology and riparian habitat of existing creeks and streams as well as to protect the health of the watersheds, consistent with the goals and policies contained in this Element.

Action OSC-4.2: As co-permittee, the Town will continue to participate in the San Mateo Stormwater Pollution Prevention Program (STOPPP) or equal program. New development and Town activities will be reviewed for compliance with STOPPP as part of project approval. The Town will also monitor construction to ensure compliance with any required mitigation.

Action OSC-4.3: The Town will encourage property owners to incorporate water conservation techniques into their landscaping to reduce water usage.

Goal OSC-5	Support the preservation of important cultural resources found within the community.
-------------------	---

Policy OSC-5.1: Preserve Town-owned historical resources when practical and involve the public in the determination of which resources should be preserved.

Policy OSC-5.2: Support property owners in their efforts to preserve important private historic structures and apply the Town's adopted Residential Design Guidelines when reviewing development proposals for historic personal residences.

Action OSC-5.1: The Town will continue to enforce the Historic Preservation Ordinance.

Action OSC-5.2: The Town will require projects subject to the California Environmental Quality Act to analyze impacts to cultural resources per State law. When necessary, the Town will require the projects to incorporate mitigation measures to reduce adverse impacts to identified cultural resources.

Action OSC-5.3: The Town will require construction projects to stop if archaeological or paleontological resources are uncovered during grading or other on-site excavation activities. Once the resources are assessed for importance, appropriate mitigation compliant with State law will be determined.

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5 PUBLIC SAFETY ELEMENT

The Public Safety Element provides information about risks in Hillsborough due to natural and man-made hazards and contains policies designed to protect the community as much as possible from seismic, flood, geologic and wildfire hazards.

As required by State law, the Public Safety Element addresses the protection of the community from any unreasonable risks associated with the impacts of:

- ◆ Wildland and urban fires.
- ◆ Geologic hazards, including earthquakes, ground failure and subsidence and slope instability.
- ◆ Flooding, dam failure, tsunami and seiche.
- ◆ Hazardous materials, criminal activity and air pollution.
- ◆ General emergency preparedness.

The Element is divided into two sections:

- ◆ **Background Information.** Contains information on current risks due to natural and man-made hazards.
- ◆ **Goals, Policies and Actions.** Provides policy guidance for addressing change as it occurs in the Town, and action items to be pursued during the lifetime of the General Plan.

A. Background Information

The following sections outline the existing conditions in Hillsborough as they relate to natural and man-made hazards.

1. Fire Hazards

The Town of Hillsborough is faced with risk associated with wildfires and urban fires, as described in detail below. Both types of fire risks are magnified by the design of the Town's street system. While the street layout meets the original goals of minimizing through traffic and creating a more rural charac-

ter for the community, the often narrow and curvilinear patterns and hilly topography can make it difficult for emergency vehicles to travel from one side of the community to the other and access certain areas. The only way to overcome this issue is to have high-quality equipment and provide continuous training and accurate maps for the fire fighters and ensure they know the community well. In this vein, the Fire Department is currently investigating the installation of global positioning system (GPS) systems on all of the Department's vehicles.

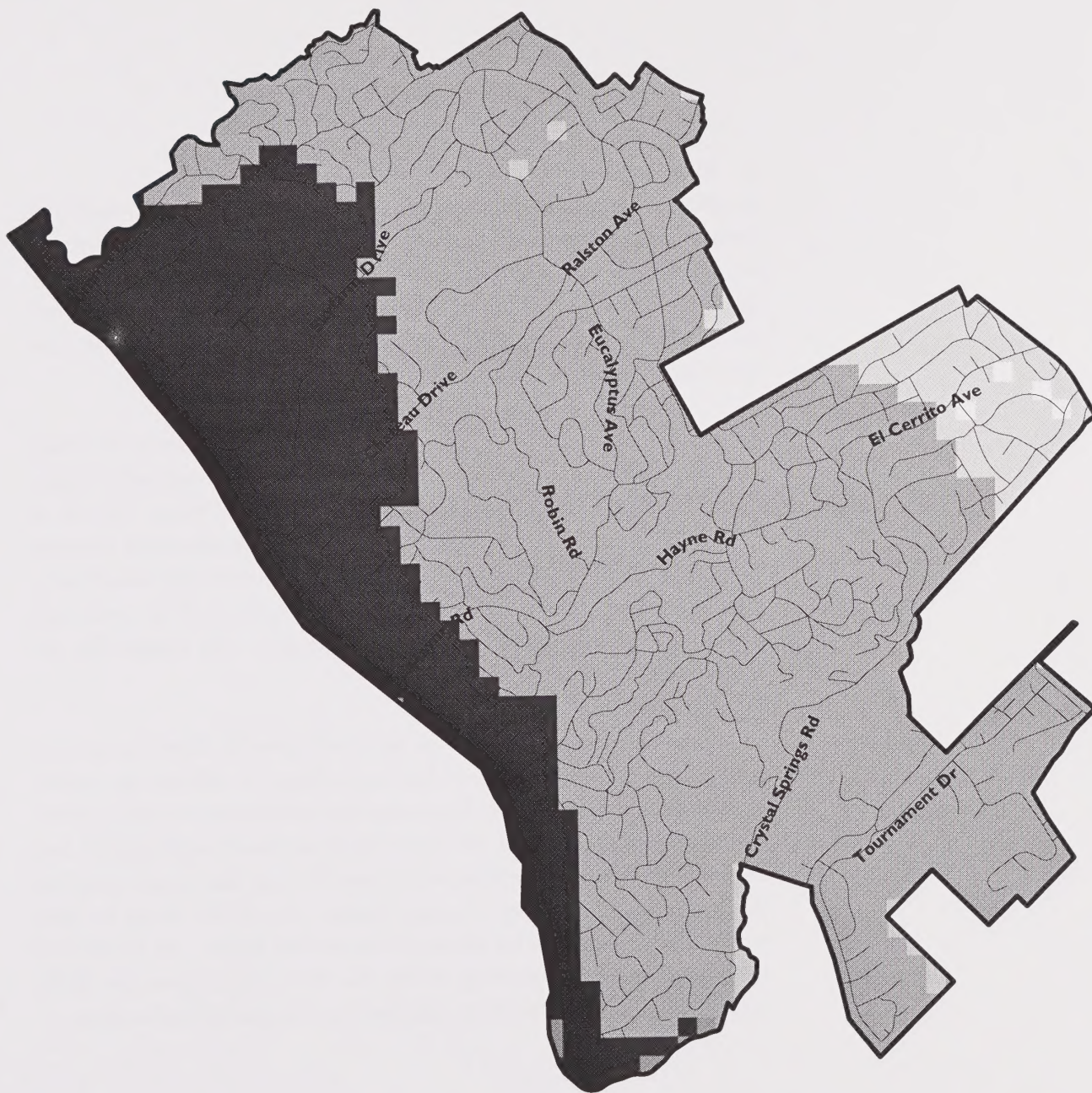
a. Wildland Fire Hazards

The Town of Hillsborough is fortunate to have undeveloped land within its limits, such as rural canyons and open space preserves. However, the proximity of housing and other development to these areas carries a high risk of wildland fires, and is a concern. As shown in Figure PS-1, much of Hillsborough's development is subject to the risk of wildland fires.

The Town is proactive in addressing wildland fire risks by clearing vegetation and maintaining access pathways to areas with the highest fire risks. In addition, the Town requires new construction and substantial reconstruction to include design features to reduce the risk of fire, such as Class A roofs and siding, and automatic interior sprinklers. The Central County Fire Department also distributes information to home owners regarding appropriate vegetation management for surrounding outdoor areas.

b. Urban Fires

In addition to the risk of wildland fires, the Town is subject to fire hazards related to structural fires. The Town addresses this hazard by supporting and funding the Central County Fire Department and by requiring the construction features outlined above.



0 0.25 0.5 1 Mile

Source: California Department of Forestry and Fire Protection, 2003.

Moderate High Very High

FIGURE PS-1

WILDFIRE HAZARD AREAS

Notes: CDF wildland/urban interface threat mapping reflects relative risk to areas of population density from wildfire. Risk is expressed in terms of a "Threat to Community" value, with potential values ranging from -14 (Little or no Threat to community areas with average density of 1 housing unit per 20 acres or less) to +44 (Extreme Threat to community areas with average density of 1 unit per acre or more). Threat values in the Hillsborough area range from 13 to 34, which are all between the Moderate and Very High level, with most places classified as High or Very High threat.

TOWN OF HILLSBOROUGH
GENERAL PLAN

2. Steep Slopes and Landslides

As reflected in its name, Hillsborough is hilly, with areas of steep slopes, especially along its creeks and canyons. The steeper slopes have the potential for erosion and slippage. Figure PS-2 depicts areas within the community that have a history of landslides. Highlighted on the map are several historical landslide areas that the Town continually monitors, one to the north in an open space preserve, and the others in the southern portion of Town.

As shown in Figure PS-3, the majority of the Town is underlain by disturbed soil, identified as urban land or orthents.¹ The rest is comprised of Fagan Loam, Los Gatos Loam, Maymen Gravelly Loam and Obispo Clay, all of which are on slopes of 15 percent or more. The Barnabe-Rock Outcrop Complex, Fagan Loam, Los Gatos Loam and Maymen Gravelly Loam have a high to very high potential for erosion, however, many of the areas with these soils types are protected within open space areas. The Obispo Clay has a lower potential for erosion.

Because of the excess of steep terrain, the Town currently allows limited new development to occur on some of the steeper slopes. To address the concern of potential slope failure, the Town requires development to meet current engineering standards. Also, the Town has an ordinance requiring any new subdivisions on slopes over 10 percent to provide larger lots, thereby reducing the concentration of homes on steeper slopes. Figure PS-4 shows the land within Hillsborough that has slopes of 10 percent or greater. As discussed in more detail under the following section, the Town also requires new development to meet current building codes and complete geotechnical studies.

¹ Orthents are soils which have been mechanically modified as a result of grading and fill associated with development, or other urban activities, such as landscaping.



0 0.25 0.5 1 Mile

Source: "Summary Distribution of Slides and Earth Flows in the San Francisco Bay Region, California, USGS, 1997." <http://wrgis.wr.usgs.gov>. These data are not intended for detailed parcel-level analysis.

FIGURE PS-2

-  Surficial Deposits (generally not vulnerable)
-  Little evidence of past landslides
-  Evidence of past landslides

LANDSLIDE HAZARDS

TOWN OF HILLSBOROUGH
GENERAL PLAN

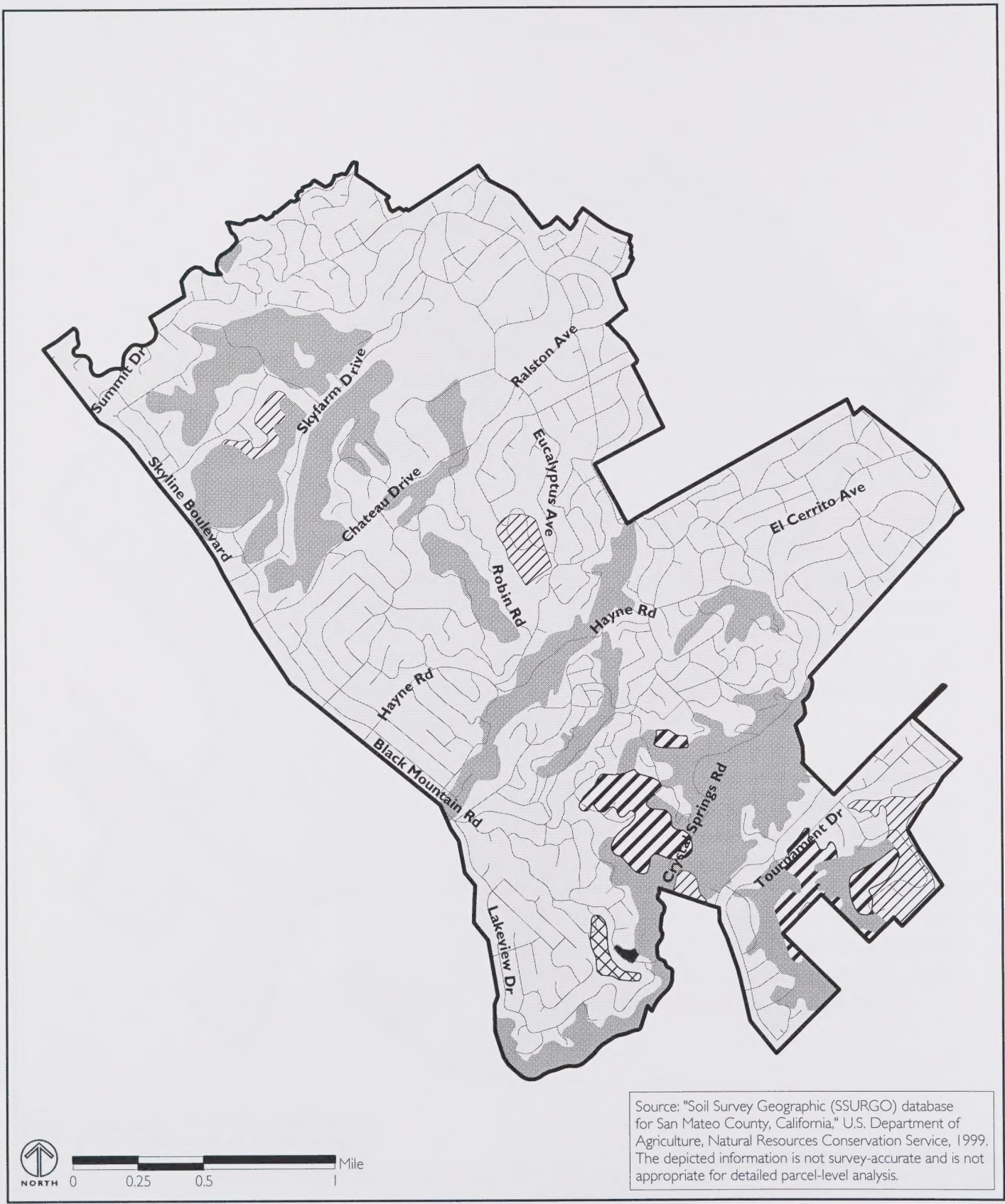
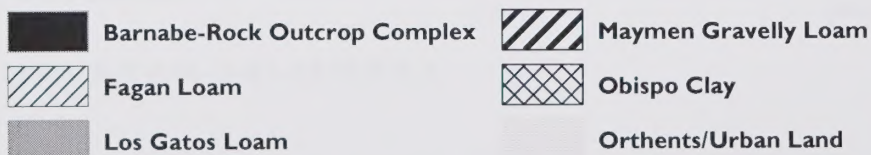
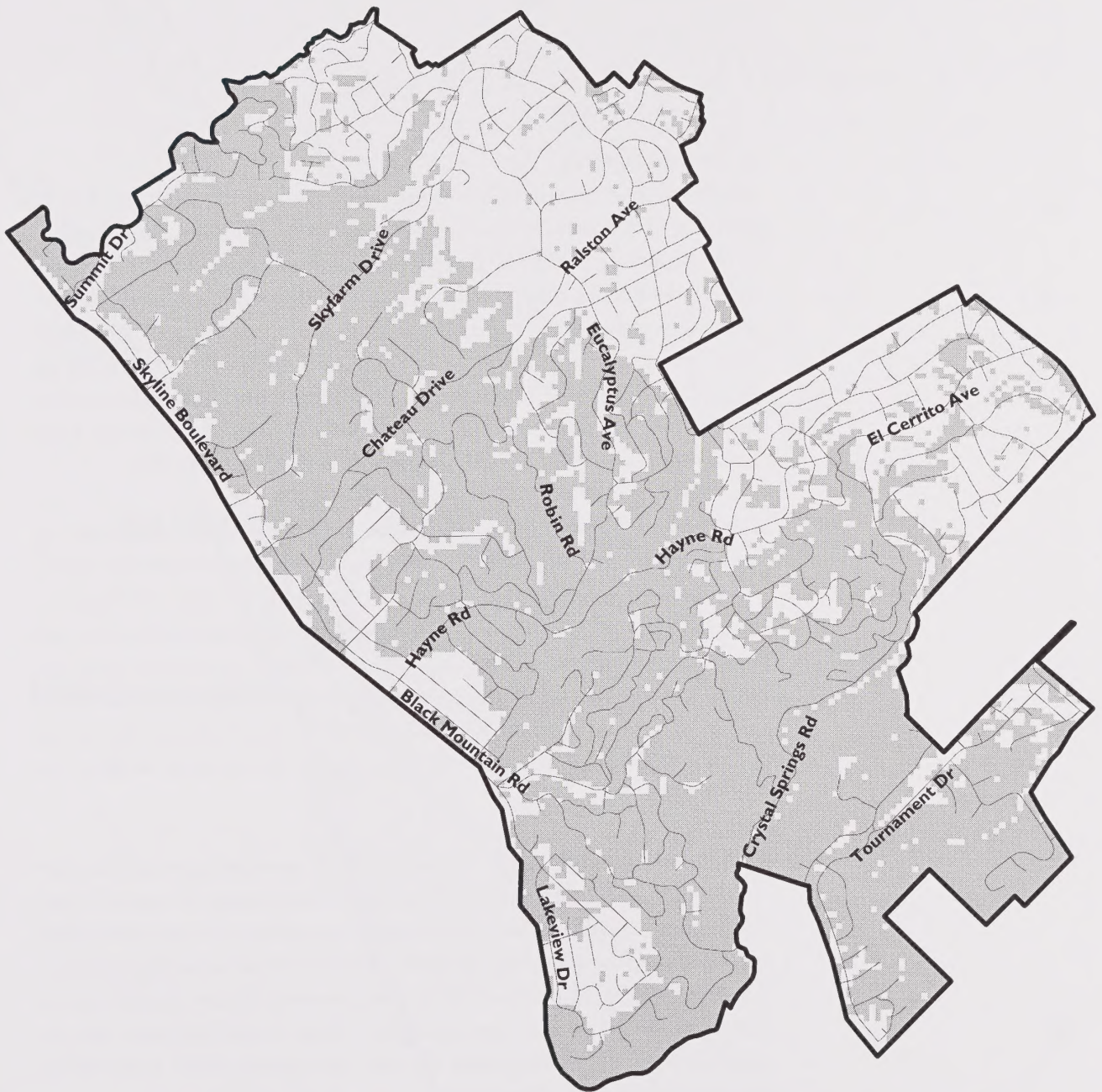


FIGURE PS-3

SOILS





Source: "Slope Maps of the San Francisco Bay Region, California: A Digital Database," U.S. Geological Survey, 1998. These data are not intended for detailed parcel-level analysis. Cells are 30 meters square.

FIGURE PS-4

 Slopes greater than 10%

STEEP SLOPES

TOWN OF HILLSBOROUGH
GENERAL PLAN

3. Seismic Activity

Hillsborough is located within the seismically active San Francisco Bay region, one of the most seismically active zones in the United States. The faults in the region are capable of generating earthquakes of at least 8.0 in magnitude on the Richter Scale, producing very strong ground shaking in Hillsborough. The closest fault line to Hillsborough is the San Andreas Fault, which runs along the western boundary of the Town. Figure PS-5 depicts the regional fault lines in the Hillsborough area. There are no fault lines identified within the Town limits and the Town is not within an Alquist-Priolo designated zone, so the risk of seismically induced ground rupture is low.

Earthquake hazards in Hillsborough also include secondary effects, such as earthquake induced land sliding, subsidence, liquefaction, tsunami and seiche. Areas subject to landslides are discussed in the previous section. Soil liquefaction is a phenomenon primarily associated with saturated, cohesionless soil layers located close to the ground surface. During liquefaction, soils lose strength and ground failure may occur. Figure PS-6 shows those areas within Hillsborough that have the highest potential for liquefaction. Due to the Town's inland location, there is a low potential for tsunamis to affect the community.

Hillsborough could be at risk for seiches, which are waves generated in a bay or lake that can be compared to the back-and-forth sloshing of water in a tub. Seiches can be caused by winds, changes in atmospheric pressure, underwater earthquakes or landslides into the water. Bodies of water including reservoirs, ponds and swimming pools are likely to experience seiche waves up to several feet in height during a strong earthquake. Areas in Hillsborough with the most potential for seiche include Crocker and Spencer Lakes, water towers and, to a lesser extent, private pools.

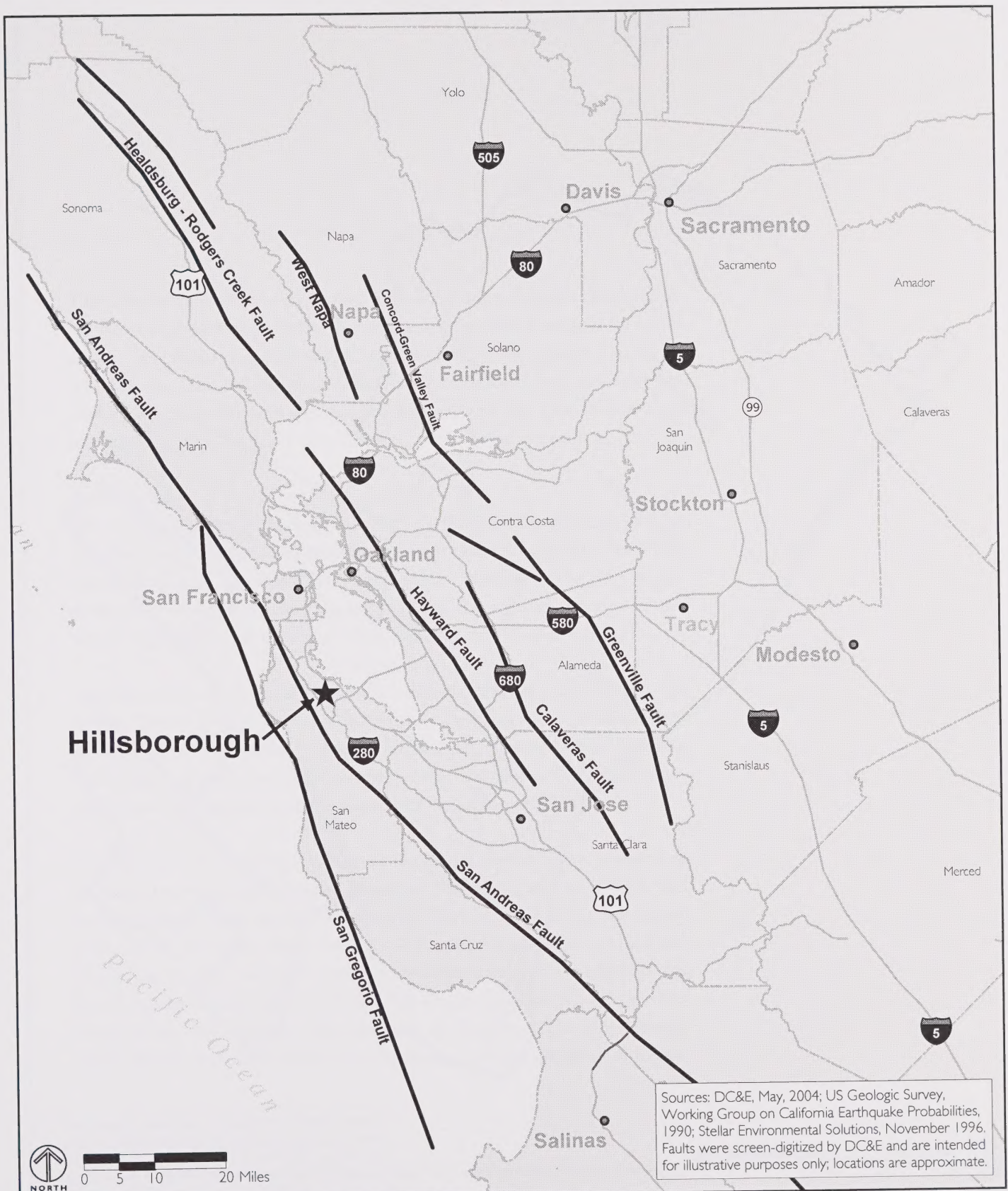
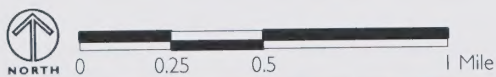


FIGURE PS-5

REGIONAL FAULTS



Source: "Preliminary Maps of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California: A Digital Database," 2000. These data are not intended for detailed parcel-level analysis.

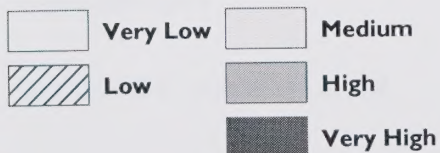


FIGURE PS-6

LIQUEFACTION HAZARD AREAS

The Town requires new construction to be built using the most recent building codes to minimize potential damage to structures as a result of an earthquake. Development or substantial renovations in Hillsborough must comply with the Uniform Building Code (UBC), which outlines standards for seismic design, foundations and drainage and requires that geotechnical engineering studies be undertaken for all major new buildings or earth works.

4. Flooding

The Federal Emergency Management Agency (FEMA) maps areas subject to 100-year floods as part of its National Flood Insurance Program. For Hillsborough, the only area that FEMA has identified as being within the 100-year flood plain² is along the San Mateo Creek, in the southern portion of the Town. Figure PS-7 depicts the area that is within the 100-year flood plain.

Another source of potential flooding is related to dam inundation from the Lower Crystal Springs Dam on San Mateo Creek, and to a smaller extent from the dams that were built to create Crocker and Spencer Lakes. Flooding would only occur in the unlikely event that the dams failed, and would affect those areas downstream from the dams as shown in Figure PS-8.

The Lower Crystal Springs dam poses the largest threat to the community since the reservoir holds a greater amount of water compared to Crocker and Spencer Lakes. While the dam is located only 400 feet west of the San Andres fault, the San Francisco Public Utilities Commission has studied the dam and found that the dam meets all current earthquake standards. In addition, the San Francisco Public Utilities Commission reported that no damage was found to the dam after the 1906 and 1989 earthquakes. The Hillsborough Public Works Department maintains the dams at Crocker and Spencer Lakes.

² A 100-year floodplain is the area that has a one percent chance of being inundated during any particular 12-month period. The risk of this area being flooded in any century is one percent but statistically the risk is almost 40 percent in any 50-year period.

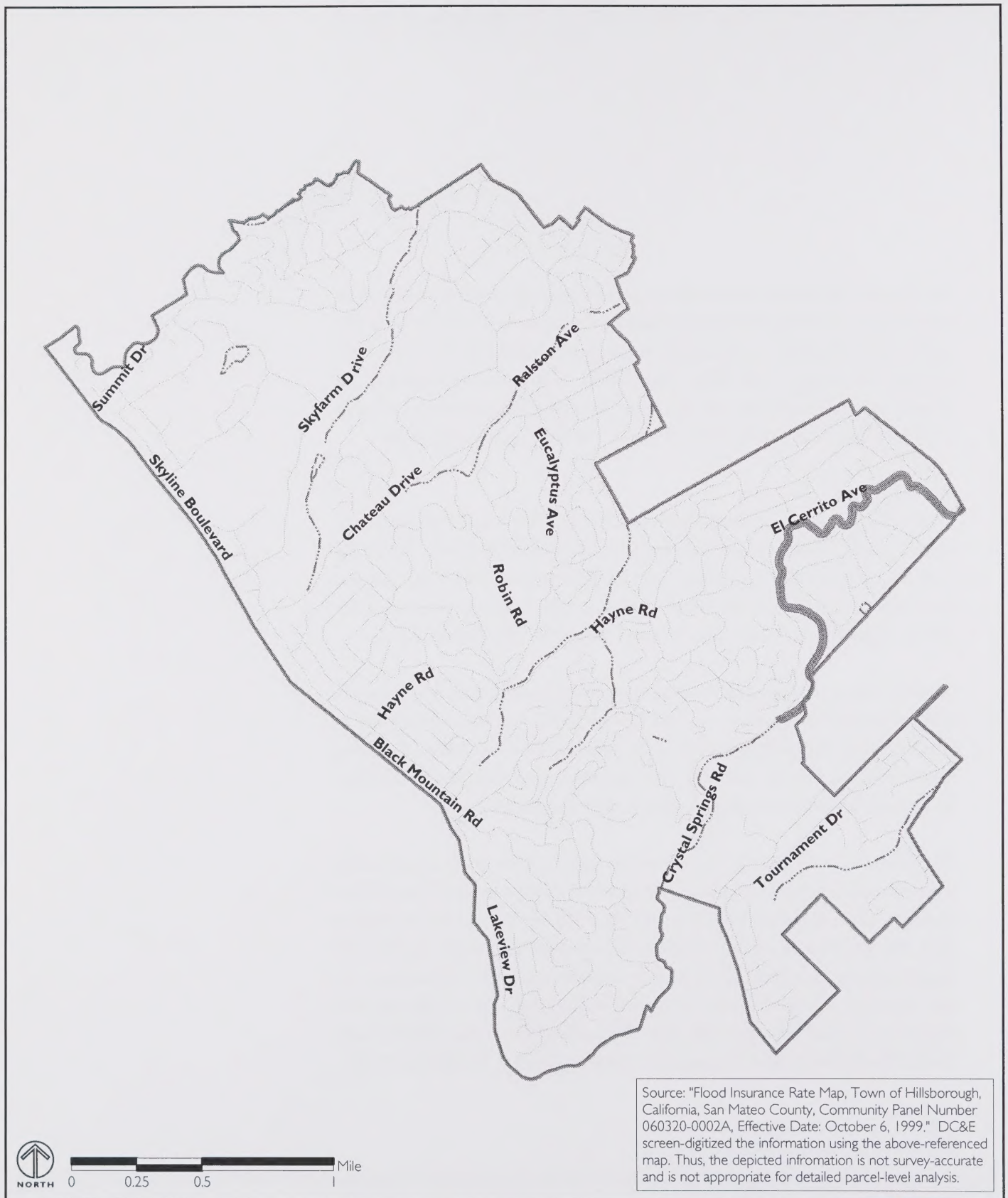
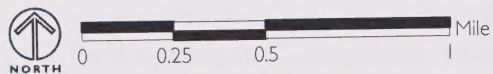


FIGURE PS-7

100-YEAR FLOODPLAIN



Source: "Dam Inundation; Registered Images and Boundary Files in ArcView Format." Governor's Office of Emergency Services.

FIGURE PS-8

-  Dam Inundation Areas
-  Creeks

DAM INUNDATION AREAS

5. Human Created Hazards

The residents of Hillsborough are also at risk of man-made hazards, such as criminal activity, improper disposal of and exposure to hazardous materials, and air pollution.

a. Criminal Activities

Hillsborough currently has the lowest crime rate in the Bay Area. The Hillsborough Police Department prides itself on its proactive approach, which includes the latest technology and crime prevention strategies and public outreach. Police-related concerns in Hillsborough typically involve traffic accidents and noise violations from construction or teenage parties. Criminal activity in Hillsborough is a minor concern and consists mainly of domestic disagreements, petty theft and vandalism, and a recent rise in identity theft.

b. Hazardous Materials

As a primarily residential community, Hillsborough does not contain large amounts of hazardous materials, nor does it experience higher than normal transportation of hazardous materials on its circulation system since there are not good cross-town routes. Personal use of household hazardous materials, such as pesticides and fertilizer, is the most common occurrence of hazardous materials within the community. The California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) is authorized by the United States Environmental Protection Agency (EPA) to enforce and implement federal hazardous materials laws and regulations, including disposal and transportation of hazardous materials. State laws are equally stringent or more stringent than federal regulations.

There is one identified underground storage tank (UST) within the community that is used for fuel storage, as well as several above-ground storage tanks. All of the storage tanks have been constructed or retrofitted to meet safety regulations. There is one UST in the Burlingame County Club maintenance area, one above-ground fuel container at the Corporation Yard and two diesel above-ground tanks at fire stations. The potential for an additional storage

tank at the Police Department is under study. The County is responsible for the regulation of USTs.

In addition to the known storage tanks, old, unused heating oil storage tanks are still occasionally found on residential property. These tanks are typically found when a property is being renovated and do not pose a health risk to the community.

c. Air Quality

The following section provides a general discussion of regional air quality conditions and a description of the pollutants that are of the most concern to Hillsborough.

i. *Air Quality Climatology*

Hillsborough is located in northern San Mateo County, which is part of the nine-county San Francisco Bay Air Basin. The Town is located in the coastal hills on the west side of San Francisco Bay. This part of the San Francisco Peninsula experiences persistent ocean breezes off the Pacific Ocean, but Hillsborough is somewhat sheltered by higher terrain. The major wind gaps in the Peninsula are the San Bruno Gap, located north of Hillsborough and the Crystal Springs Gap, located south of Hillsborough. Generally, Hillsborough only experiences moderate air pollution as a result of its regular ocean breezes, but during stagnant air conditions, the entire Bay Area has degraded air quality.

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at numerous sites within the nine-county District, although not within Hillsborough. The closest air monitoring stations are in San Francisco to the north and Redwood City to the south. In general, the federal ambient air quality standards are met at these sites, but the more stringent State standards are exceeded for two pollutants: ozone and particulate matter. Toxic Air Contaminants are another type of air pollutant that is of concern in the Bay Area.

6. Emergency Response

As required by law, Hillsborough has established emergency preparedness procedures to respond to a variety of natural and man-made disasters that could occur within the area. The Town is included in the San Mateo County Operational Area Emergency Operations Plan (EOC) and the Town has a representative on the EOC Steering Committee. These procedures are outlined in the EOC Guidebook and Section Checklist, adopted in June 2004. The Emergency Plan establishes the Standardized Emergency Management System (SEMS) as required by state law, and includes information on mutual aid agreements, hierarchies of command and different levels of response in emergency situations.

The Town also has an emergency plan based on SEMS, which provides an effective flow of information and tracking of resources. The Town has designated a location for centralized management of coordinated emergency response by the Town's staff. The primary EOC location is Town Hall. The EOC may be activated upon the direction of the City Manager or, in his absence, his designee. The magnitude of the emergency or unusual occurrence will dictate the Town's response. Town employees participate in an annual drill to prepare and train for responding to an emergency.

In the event of an emergency, Hillsborough employees, including Fire, Police and Public Works staff, will assess the situation and the damage and respond according to the emergency plan, coordinating with other agencies as necessary. In the event they are needed, the schools are designated as emergency shelters. The centers would be designated and set up by Town staff, which would coordinate with the American Red Cross, and the centers would provide housing, medical care and act as distribution sites for food and water.

It is recommended that each Hillsborough family has an emergency plan and sufficient supplies for 72 hours. There are tips and helpful links on the Fire Department's Emergency Preparedness page on the Town's website, www.hillsborough.net. In the event of flooding as a result of storms, an

emergency supply of sandbags is available to residents at the Town's Fire Stations and at Town Hall.

B. Goals, Policies and Actions

Goal PS-1	Prevent and reduce risks to property and protect residents from urban and wildfire hazards.
------------------	--

Policy PS-1.1: Maintain safe building practices and require fire-safe building materials in all new development and substantial redevelopments.

Policy PS-1.2: Support fire prevention, public education, early detection programs and property inspections to identify and avoid fire hazards.

Policy PS-1.3: Encourage the maintenance of ground cover and fire breaks on all open space lands.

Policy PS-1.4: Support excellent fire service through the maintenance of fire equipment and the training of fire personnel.

Action PS-1.1: The Central County Fire Department will review plans for all new buildings and major additions and make recommendations for modifications to reduce fire hazard.

Action PS-1.2: When property owners are not correctly maintaining their property, the Town will implement fire control maintenance measures as needed on undeveloped private property, provide the necessary fire prevention improvements on

properties that pose a significant public safety threat, and pass along incurred costs to property owners.

Goal PS-2	Reduce risk of landslide and slope failure during and after heavy rains and earthquakes, and protect the community from hazards associated with soil erosion, weak and expansive soils and slope instability.
------------------	--

Policy PS-2.1: Minimize development in areas of natural hazards, such as landslides and floodplains, which have the potential to jeopardize the public health and safety.

Policy PS-2.2: Reduce the risk of impacts from geologic and seismic hazards by applying proper development engineering, building construction and retrofitting requirements.

Policy PS-2.3: Review new building plans for proper foundation and supports in areas with slope gradients greater than 10 percent. Require property owners to provide minimal slope stabilization in properties high at risk to earthquake-induced slope failure.

Policy PS-2.4: Properties in hazardous slope areas where slope improvements have been made should be inspected periodically.

Policy PS-2.5: Review drainage plans for new development to determine areas susceptible to poor drainage and compare with areas susceptible to slope failure.

Policy PS-2.6: Reduce risk to drivers from landslides onto public roads.

Action PS-2.1: The Town will continue to implement its Hillside Lot Size Ordinance that limits the density of development on slopes over 10 percent to reduce the risk of slope failure and to reduce runoff and erosion. Implementation of the Ordinance also helps to protect open space features and riparian habitat by minimizing development along streambeds.

Action PS-2.2: The Town will continue to require construction plans for all new houses be reviewed by a State of California-registered professional engineer (PE).

Goal PS-3	Reduce the risk of injury and structure damage from exposure to seismic activity.
------------------	--

Policy PS-3.1: Ensure new building plans in high risk areas meet current seismic building codes and use methods of construction to withstand stress caused by an earthquake.

Action PS-3.1: The Town will review all new building plans or substantial renovations for compliance with the UBC and any additional State or federal seismic safety regulations prior to permit approval.

Action PS-3.2: The Town will continue to inspect all required seismic upgrades or new construction to ensure adequate compliance.

Action PS-3.3: The Town will distribute information to residents on emergency procedures in case of an earthquake.

Goal PS-4	Reduce hazards related to natural flooding and potential inundation from failure of the Lower Crystal Springs Dam and the Crocker and Spencer Lake dams.
------------------	---

Policy PS-4.1: Limit development within the floodplain to minimize risks to life and property and satisfy the flood insurance and other requirements of the Federal Emergency Management Act.

Policy PS-4.2: Continue to monitor and maintain the dams at Crocker and Spencer Lakes to minimize the risk of dam failure, and support the San Francisco Public Utilities Commission's monitoring and maintenance of the Lower Crystal Springs Dam.

Action PS-4.1: The Town will continue to participate in the National Flood Insurance Program.

Action PS-4.2: The Town will continue to enforce existing ordinances for floodplain regulations, drainage requirements and development standards.

Goal PS-5	Protect the community from human-caused hazards, such as criminal activity, air pollution and hazardous materials.
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Policy PS-5.1: Continue to support the Hillsborough Police Department to maintain a low occurrence of criminal activity within the community and provide public education programs.

- Policy PS-5.2: Cooperate and participate in regional air quality management planning, programs and enforcement measures.
- Policy PS-5.3: Cooperate with responsible federal, State and County agencies to minimize the risk to the community from the use and transportation of hazardous materials through and adjacent to Hillsborough.
- Policy PS-5.4: Reduce the per capita production of household hazardous waste in Hillsborough in concert with the County of San Mateo programs for reducing hazardous waste.
- Action PS-5.1: The Police Department will continue to provide information on crime prevention and community outreach such as, in-home Crime Prevention and Community Awareness Programs; private home inspections for proper locks, alarm and lighting; home alarm monitoring; and lending engraving pens to residents to mark their valuables.
- Action PS-5.2: The Town will continue to support the Bay Area Air Quality Management District in monitoring air pollutants of concern on a continuous basis, as well as the implementation of the regional Clean Air Plan.
- Action PS-5.3: The Town will continue to promote energy conservation by the public and private sectors. New development and remodeling will be encouraged to incorporate features that minimize energy use, such as planting trees along the south and west-facing sides of buildings; using solar heating; installing energy efficient lighting and heating/cooling systems, as well as increased insulation; and replacing older appliances with energy efficient models. The Town will also

incorporate energy saving design features and devices in Town property, when appropriate.

- Action PS-5.4: The Town will work with the County to offer a periodic drop-off program for household hazardous waste and distribute information on alternative non-toxic landscaping treatments, especially to the County Club and schools.

Goal PS-6	Ensure the Town's ability to respond effectively to natural and human-caused emergencies.
------------------	--

- Policy PS-6.1: Support the preparation, implementation and regular update of local preparedness and evacuation plans and multi-jurisdictional cooperation and communication for emergency situations.

- Policy PS-6.2: Continue to participate in regional emergency planning efforts.

- Policy PS-6.3: Educate residents regarding appropriate actions to safeguard life and property during and immediately after various types of emergencies.

- Action PS-6.1: The Town will develop a local emergency preparedness plan that identifies a City chain of command, outlines an action checklist and coordinates with the San Mateo County Emergency Operations Plan.

Action PS-6.2: The Town will provide community awareness and education programs for citizens describing procedures and evacuation routes to be followed in the event of a disaster.

Action PS-6.3: The Town will conduct periodic drills using emergency response systems to test the effectiveness of the Town's procedures.

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6 NOISE ELEMENT

The purpose of the Noise Element is to first identify sources of noise generation in the community and then establish goals, policies and actions to minimize problems from intrusive sound and ensure that new development does not generate unacceptable noise levels.

For the purposes of the General Plan, noise is defined as a sound or series of sounds that are deemed invasive, irritating, objectionable and/or disruptive to the quality of daily life. Noise varies in its range, source and volume and can derive from individual incidents such as landscaping equipment, to sporadic disturbances such as car horns or airplane overflights, to more constant irritants such as freeway traffic. Hillsborough is unique in that most land uses within the Town are considered to be noise-sensitive, mainly because they are residences and schools.

The Noise Element is required by State law for all General Plans and provides a systematic approach to the measurement and modeling of noise, the establishment of noise standards, the control of major noise sources and community planning for the regulation of noise. The Noise Element provides baseline information on the existing conditions in Hillsborough and includes information from the noise study conducted for the General Plan. The Element identifies noise-sensitive uses and includes goals, policies and actions for controlling and minimizing adverse noise, especially as it may result from existing and future development.

The Noise Element contains the following two sections:

- ◆ **Background Information.** Depicts information on the existing conditions of noise sources and their existing and projected levels within Hillsborough.
- ◆ **Goals, Policies and Actions.** Provides policy guidance to minimize noise impacts on residents and action items to be pursued during the lifetime of the General Plan.

A. Background Information

The following provides a discussion of existing and future sources of noise within Hillsborough, as well as how these noise sources affect the various land use types in the Town.

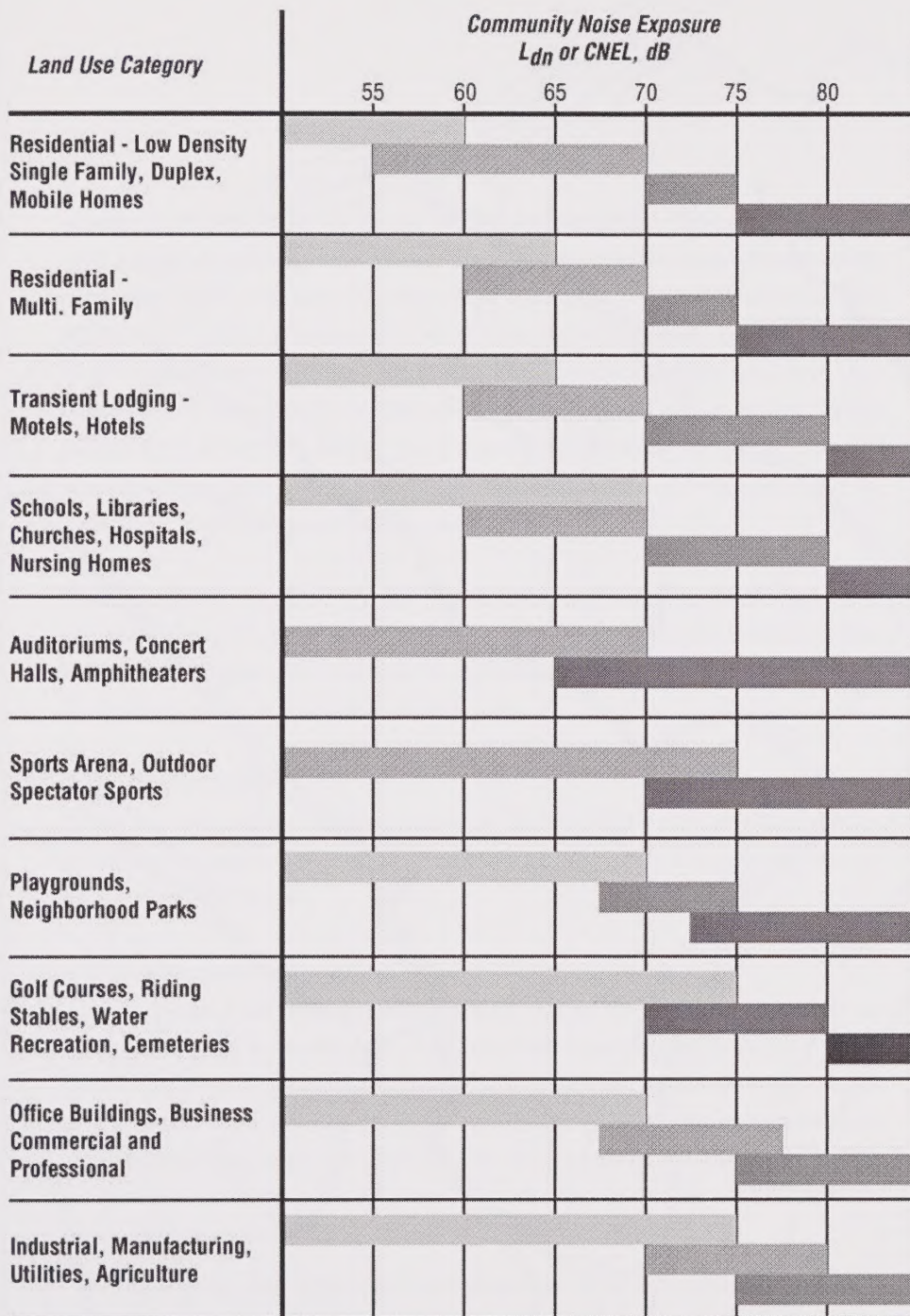
1. Land Use Compatibility

Land uses deemed noise sensitive by the State of California include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions also consider residential uses noise sensitive since families and individuals expect to use time in the home for rest and relaxation, and excess noise can interfere with those activities. Hillsborough considers residential uses as noise sensitive since the quiet community character is one of attractions to living in the Town.

Hillsborough is generally a quiet, primarily residential community. However, there are several noise generators that impact Hillsborough residents, include vehicular noise from major roadways and aircraft noise from the San Francisco International Airport (SFO). While a portion of the Town is within the San Carlos Airport's Area of Influence Boundary A, as discussed in the Circulation Element, noise from aircraft operations at this airport does not affect Hillsborough. To ensure that future development is not adversely impacted by noise generators, or is itself a negative noise source, the Town will utilize land use compatibility guidelines as part of planning and development decisions. Figure N-1 summarizes which land uses are compatible with different noise levels.

2. Vehicular Noise

One of the most common noise sources in Hillsborough, as with most communities, is automobiles. Larger roadways, such as Interstate 280, El Camino Real and State Route 92, generate higher levels of traffic noise that result in greater noise impacts on residents living close to these roads. Local and regional growth is not anticipated to create a large increase in traffic noise during the next 20 years. Figure N-2 depicts projected future noise levels for



INTERPRETATION:

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

FIGURE N-1

LAND USE AND NOISE COMPATIBILITY

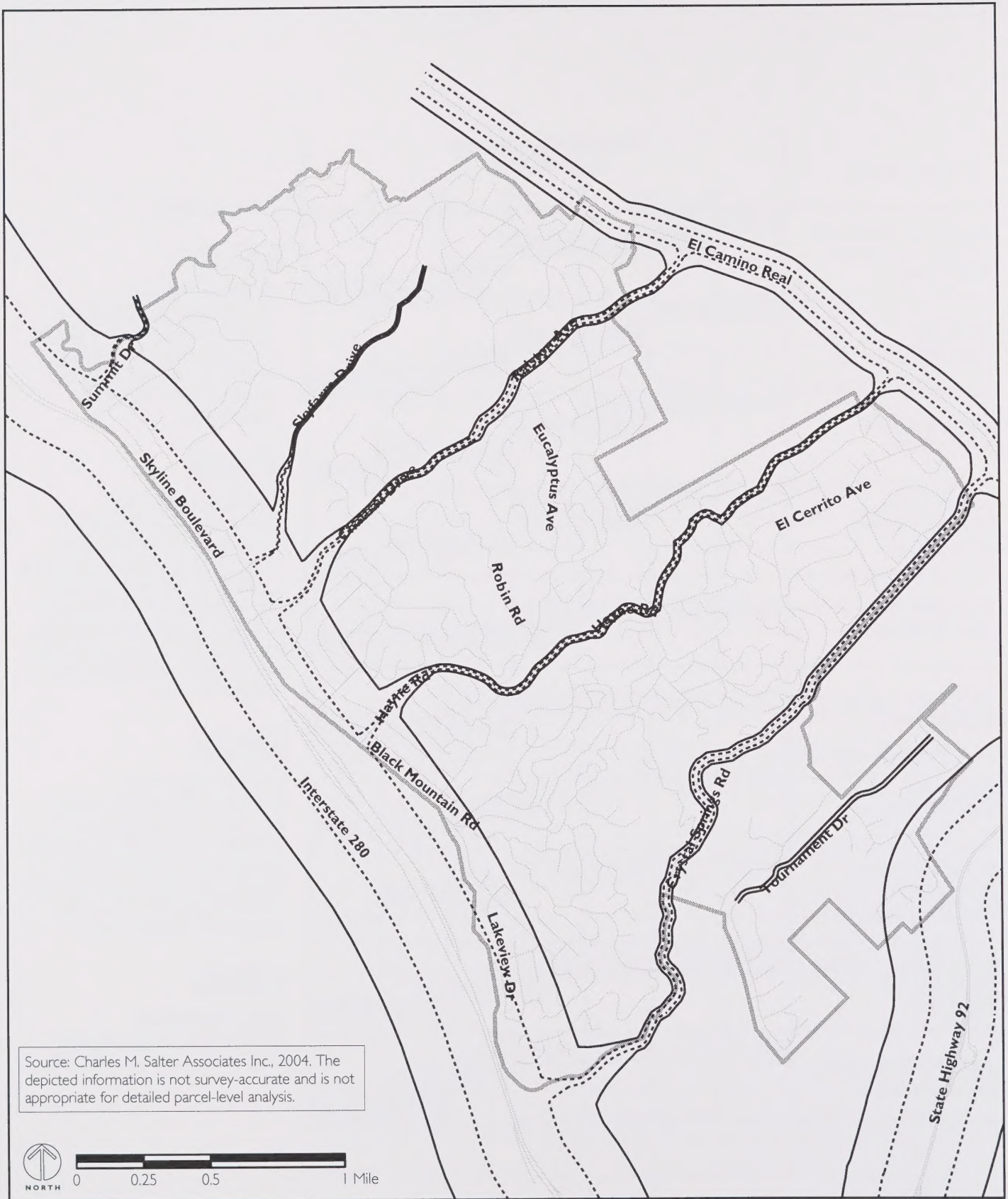


FIGURE N-2

- CNEL 60 Contour
- - - CNEL 65 Contour
- Town Limits

FUTURE TRAFFIC NOISE CONTOURS

sample roadways based on future traffic levels in 2025. These contours are very similar to existing noise conditions, with a slight increase of noise levels occurring during the next 20 years along the major regional roadways. The majority of traffic increases will result from regional growth, over which the Town has no control. Noise levels are only shown for those roadways that were studied as part of the General Plan traffic analysis or where traffic counts were available. Roadways that were not modeled for noise contours also experience traffic noise, with noise levels along local streets anticipated to be similar or quieter on than those modeled streets.

Vehicle noise is regulated by the State's noise emissions standards and cities are generally prohibited from applying stricter standards to vehicles. The Police Department will continue to enforce the State's noise emission standards for all vehicles, including motorcycles.

3. Aircraft Noise

There are two airports in the vicinity of Hillsborough, the San Francisco International Airport (SFO) and the San Carlos Airport. The noise impact of each is discussed below.

a. San Francisco International Airport

Aircraft noise is an issue in Hillsborough due to the Town's proximity to SFO. Although some residents have reported experiencing noise and vibrations from airport operations, airborne aircraft are not normally as significant of a problem for Hillsborough as for surrounding communities because typical departure and approach flight tracks do not pass over the Town. The greatest potential for noise impacts from aircraft operations at SFO is from the following sources:

- ◆ Single-event, low frequency, backblast noise from aircraft departures on Runways 1 Left and Right, which is a typical airport operation.
- ◆ Single-event noise impacts from aircraft departures on Runways 19 Left and Right during certain storm conditions, such as southeast winds.

- ◆ Engine run-up noise in the late night or early morning hours as a result of engine maintenance purposes.

Other less intrusive noise impacts from SFO operations occur from aircraft arrivals on Runways 28 Left and Right, under typical airport operations, and overflight noise impacts from aircraft that have departed on Runway 1 and are headed to Southern California.

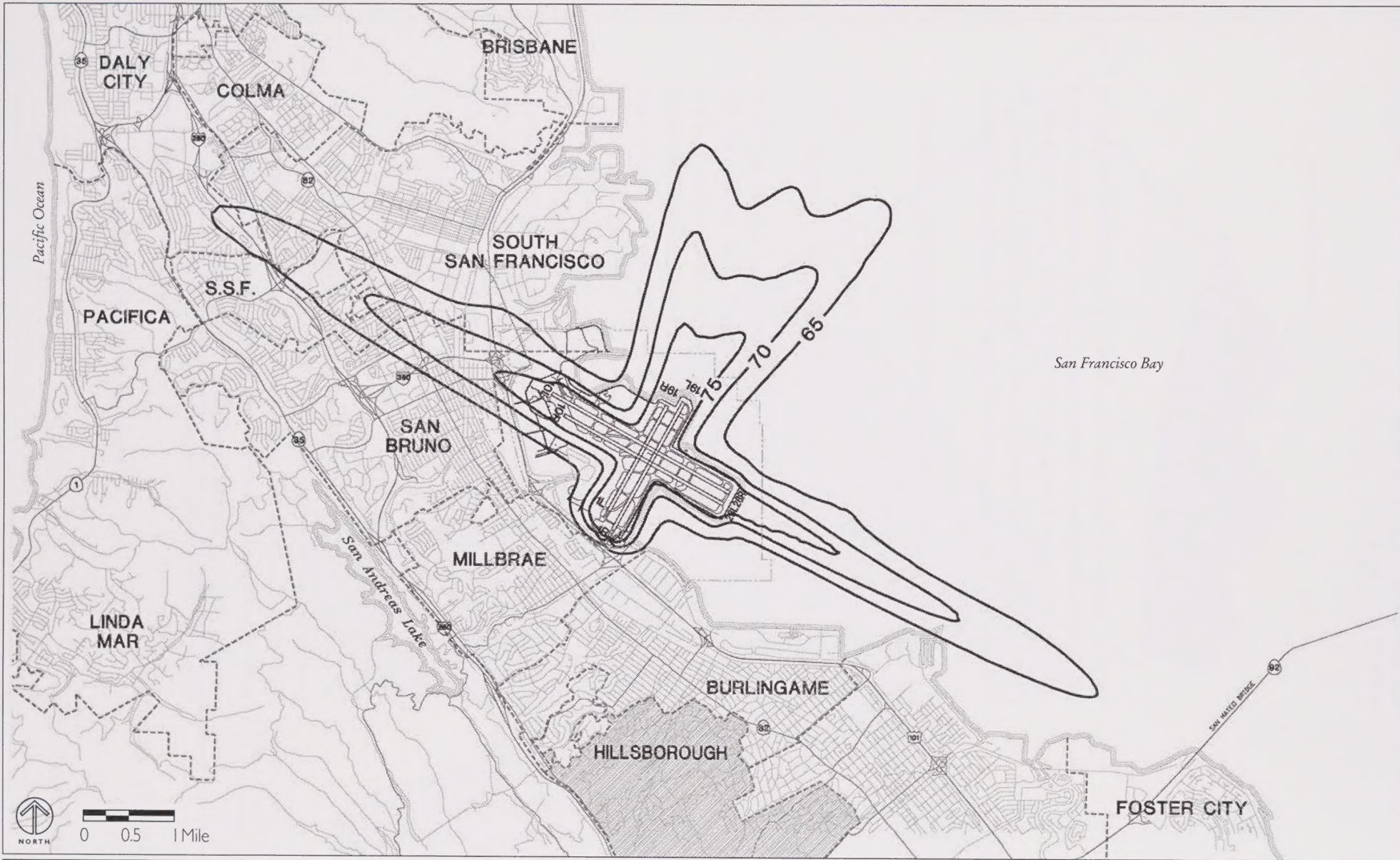
i. SFO Noise Contours

SFO has been declared a “noise problem” airport by the County of San Mateo, in accordance with the relevant provisions in the California Code of Regulations, Title 21, Subchapter 6, “Noise Standards.” Therefore, the airport is required to measure and monitor aircraft noise levels in the airport environs, which includes the Town of Hillsborough. Part of the noise level data is obtained from the monitoring site located in Hillsborough. The airport is also required to publish aircraft noise contours maps that illustrate the configuration of the 65, 70 and 75 CNEL¹ aircraft noise contours for SFO. The State Noise Standards designate the 65 CNEL aircraft noise contour as the airport’s noise impact boundary. As shown in Figure N-3, Hillsborough is not within the most recent SFO noise contour.

ii. SFO Regulatory Environment

While airport noise remains a concern for Hillsborough residents, the Town is prohibited from regulating it because the Town cannot supersede the Federal Aviation Administration (FAA) controls. The establishment of noise standards and the definition of noise-impacted areas for SFO are established by the California Department of Transportation, in compliance with federal standards.

¹ **Community Noise Equivalent Level (CNEL).** A descriptor for the 24-hour A weighted average noise level. The CNEL concept accounts for the increased acoustical sensitivity of people to noise during the evening and nighttime hours. Sound levels during the hours from 7 p.m. to 10 p.m. are penalized 5 dB; sound levels during the hours from 10 p.m. to 7 a.m. are penalized 10 dB. A 10 dB increase in sound level is perceived by people to be a doubling of loudness.



Source: San Francisco International Airport Commission

FIGURE N-3

- CNEL Noise Contour
- - - - Municipal Boundary
- - - - Airport Boundary Line

**SAN FRANCISCO INTERNATIONAL AIRPORT
2001 NOISE EXPOSURE**

**TOWN OF HILLSBOROUGH
GENERAL PLAN**

State law requires the County Airport Land Use Commission, which is the City/County Association of Governments (C/CAG), to prepare and adopt a comprehensive airport land use plan (CLUP) for each airport located in the County. The CLUP includes an airport influence area (AIA) boundary for each airport. The boundary consists of a combination of the configuration of the following parameters:

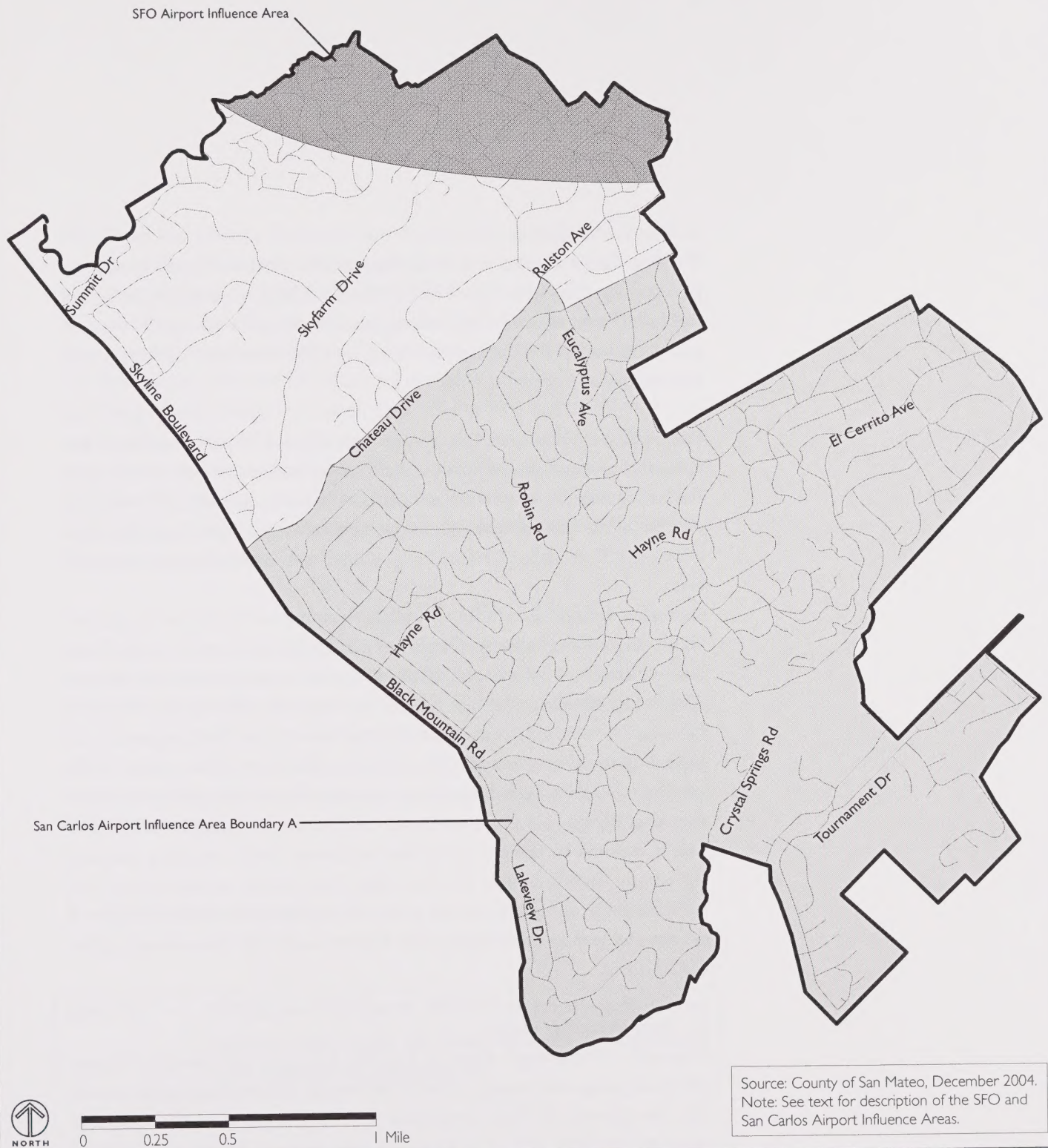
- ◆ The outer boundary of Federal Aviation Regulations FAR Part 77 Conical Surface, for airspace protection
- ◆ The 65 CNEL or 55 CNEL aircraft noise contour
- ◆ Safety Zones based on runway and aircraft operational parameters

The AIA boundary defines the area within which local agencies may be required to submit proposed land use policy actions to the Airport Land Use Commission for a formal CLUP consistency review, as required by State law. The AIA boundary also defines the area within which real estate disclosure of potential airport and aircraft impacts must be included in real property transactions.

A small portion of Hillsborough is located within the AIA boundary for SFO, as shown in Figure N-4. Any proposed land use policy action must be submitted to the Airport Land Use Commission for a CLUP consistency evaluation. In addition, any real property transaction within the area must include a real estate disclose notice of potential airport and aircraft impacts, as required by State law AB 2776.

iii. SFO Airport Noise Policies and Mitigation

SFO has established an Airport/Community Roundtable as a local forum consisting of delegates from Peninsula communities affected by the airport's operation. The Town will continue its participation in the Roundtable in order to understand and monitor the airport noise environment, and to ensure that the Town is aware of, and fully participates in, any future decision making that affects aircraft noise exposure from the airport.



- SFO Airport Influence Area**
- San Carlos Airport Influence Area Boundary A**

FIGURE N-4
AIRPORT INFLUENCE ZONES

b. San Carlos Airport

The San Carlos Airport is a small, busy general aviation airport located approximately 10 miles south of Hillsborough. This airport is located further from the Town than SFO and services smaller airplanes than SFO. As a result, residents of Hillsborough have not identified noise issues associated with the San Carlos Airport.

Due to the type of aircraft that operate at San Carlos Airport, their flight patterns and average number of annual aircraft operations, the 55 CNEL noise contour defines the airport's noise impact boundary, as adopted by the Airport Land Use Commission. However, no portion of Hillsborough is located within the 55 or higher CNEL aircraft noise contour related to aircraft operations.

While the residents have not identified San Carlos Airport as a major noise concern and the Town is outside the 55 CNEL noise contour, the airport's CLUP has identified that the southern portion of Hillsborough, south of Chateau Drive and Barroilhet Drive, does receive some noise impacts from general aviation aircraft overflight originating from San Carlos Airport. This area has therefore been included in the San Carlos AIA Boundary A, as shown in Figure N-4. As a result, any real property transaction within this area is required to include a real estate disclosure notice regarding potential airport and aircraft impacts that may affect the property, as required by State law. However, proposed land use policy actions within the AIA Boundary A are not required to be referred to the Airport Land Use Commission, unlike the SFO AIA.

4. Non-Vehicular Noise

Generally, Hillsborough enjoys a peaceful and quiet environment without many on-going noise issues. The Hillsborough Police Department reports that the majority of noise complaints they receive are associated with construction activities, such as construction beginning too early in the morning or continuing too late into the evening, loud radios and idling trucks.

The Town has a Noise Ordinance that limits noise levels from any and all sources within the Town. Noise exceptions are granted to construction equipment Monday through Friday from 8:00 a.m. to 5:00 p.m. and Saturday from 10:00 a.m. to 5:00 p.m. Powered gardening devices are permitted Monday through Friday from 9:00 a.m. to 5:00 p.m. Property owners, residents and their family members are permitted extended hours to operate powered gardening devices, Monday through Friday from 5:00 p.m. until 8:00 p.m. and Saturdays from 10:00 a.m. to 5:00 p.m., however gas-powered leaf blowers are not permitted on Saturdays. These noises are not allowed on Sundays or Town Hall holidays. Non-excessive noise from domestic animals, vehicle traffic, forces of nature, and human voices is considered under the Noise Ordinance to be normal, inevitable noise.

Another occasional noise complaint identified within Hillsborough is juvenile parties. To address this issue, the Police Department has put together an informational document to assist parents with planning for teen parties. The Town also has adopted a Response to Unruly Gatherings Ordinance to help the Town recuperate costs related to multiple police visits to loud parties. Additionally, the Town has also adopted an Ordinance to address excess noise made by skateboards, rollerblades and scooters, and identify appropriate locations for their use.

B. Goals, Policies and Actions

Goal N-1	Minimize noise levels within neighborhoods so that residents may enjoy the benefits normally associated with residential communities.
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Policy N-1.1: Encourage new development in noise impacted areas to provide effective noise insulation measures.

- Policy N-1.2: Eliminate excessive noise within the community to the extent feasible. When noise cannot be eliminated completely, regulate noise generation to minimize impacts.
- Policy N-1.3: Continue to enforce local and State noise regulations to minimize noise impacts associated with construction and public and private activities.
- Policy N-1.4: Work with State, regional and local governments and agencies to reduce noise from roadways adjacent to Hillsborough.
- Action N-1.1: The Town will continue to advocate that noise abatement measures be taken by the California Department of Transportation (Caltrans) for Caltrans roadways affecting the Town, whenever feasible. A representative from Hillsborough should attend any Caltrans meetings or public hearings where improvements or modifications to roadways affecting the Town may be discussed.
- Action N-1.2: The Town will continue to enforce the existing Noise Ordinance, Response to Unruly Gatherings Ordinance and Toy Ordinance.
- Action N-1.3: The Hillsborough Police Department will continue to enforce the California Vehicle Code pertaining to noise standards for cars, trucks and motorcycles.

Goal N-2	Continue to monitor airport operations and influence airport policy to minimize the impact of airport-generated noise on Hillsborough.
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- Policy N-2.1: Advocate ongoing noise remediation efforts at the San Francisco International Airport.
- Policy N-2.2: Continue to participate in regional airport planning efforts.
- Action N-2.1: The Town will continue to participate on the Airport/Community Roundtable and coordinate with the SFO Airport Land Use Commission and SFO's Aircraft Noise Abatement Office. All noise issues affecting the Town should be monitored and the City Council should be briefed on all issues so that required actions can be implemented.
- Action N-2.2: The Town will cooperate with the Comprehensive Airport Land Use Plans' requirements for review of proposed land use policy actions and real estate notification for property located within an influence area for the San Francisco International Airport or the San Carlos Airport.

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7 GENERAL PLAN PREPARERS

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8 GLOSSARY

This glossary explains the technical terms used in the Hillsborough General Plan. Definitions come from several sources, including existing Hillsborough codes, the California Office of Planning and Research and the American Planning Association Glossary of Zoning, Development and Planning Terms.

A. Abbreviations

ADRB	Architectural and Design Review Board
ADT	Average daily trips made by vehicles or persons in a 24-hour period
ALUC	Airport Land Use Commission
AMR	American Medical Response
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMPs	Best Management Practices
C/CAG	City/County Association of Governments
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CLUP	Comprehensive Airport Land Use Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent
CNPS	California Native Plant Society
dB	Decibel
dba	A-Weighted Sound Level
DFG	California Department of Fish and Game
DTSC	Department of Toxic Substances Control, California Environmental Protection Agency
du/acre	Dwelling units per acre
du	Dwelling units
EIR	Environmental Impact Report (State)

EOC	San Mateo County Operational Area Emergency Operations Plan
EPA	Environmental Protection Agency (US)
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GPS	Geographical Positioning System
HCSD	Hillsborough City School District
LAFCO	Local Agency Formation Commission
Ldn	Day/Night Average Level
Leq	Average noise levels
LOS	Level of Service
mg	Million gallons
mgd	Million gallons per day
NPDES	National Pollutant Discharge Elimination System
PE	professional engineer
PM₁₀	Particulate matter, 10 microns or less in diameter.
PPM	Parts per Million
RWQCB	Regional Water Quality Control Board
SamTrans	San Mateo County Transit District
SEMS	Standardized Emergency Management System
sf	Square footage
SFPUC	San Francisco Public Utilities Commission
SmHSD	San Mateo High School District
SOI	Sphere of Influence
SFO	San Francisco International Airport
STOPPP	San Mateo Stormwater Pollution Prevention Program
SUZ	Airport Vicinity Special Use Zone
UBC	Uniform Building Code
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled

B. Terminology

Action

An action is a program, implementation measure, procedure or technique intended to help achieve a specified goal. (See “Goal”)

Archaeological Resource

Material evidence of past human activity found below the surface of ground or water, portions of which may be visible above the surface.

Architectural and Design Review Board (ADRB)

Hillsborough’s Architectural Design Review Board reviews development proposals and ensures that they are in accordance with the Town’s 2004 Residential Design Guidelines and fit with the existing fabric and community character. The ADRB is comprised of volunteer citizens whose professional backgrounds are typically in the fields of design, architecture or real estate development.

Arterials

Major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and have signals at major cross-street intersections. This roadway type is divided into two categories major and minor arterials.

Base Flood (100-year flood)

In any given year, a flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk. (See “Floodplain”)

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to lanes for use by motorized vehicles.

Bicycle Path (Class I facility)

A paved route, not on a street or roadway, expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but are typically separated from them by landscaping.

Bikeways

A term that encompasses “bicycle lanes” and “bicycle paths.”

Building Height

The vertical distance from the average contact ground level of a building to the highest point of the coping, whether a flat roof, the deck line of a mansard roof, or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Build-out

Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA)

Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

Collectors

Collectors are streets that provide land access and traffic circulation within residential areas. They connect local streets to arterials and are typically designed with two travel lanes.

Community Noise Equivalent Level (CNEL)

A descriptor for the 24-hour A weighted average noise level. The CNEL concept accounts for the increased acoustical sensitivity of people to noise during the evening and nighttime hours. Sound levels during the hours from

7 p.m. to 10 p.m. are penalized 5 dB; sound levels during the hours from 10 p.m. to 7 a.m. are penalized 10 dB. A 10 dB increase in sound level is perceived by people to be a doubling of loudness.

Compatible

Capable of existing together without conflict or ill effects.

Conservation

The management of natural resources to prevent waste, destruction or neglect.

Cultural Resources

Includes historic, archaeological and paleontological resources, as well as human remains.

Decibel (dB)

A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are ten times more intense and 20 decibels are a hundred times more intense than 1 db.

dBA

The “A-weighted” scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses are often required by a town or county as conditions for approval of a development. (See “in-lieu fee”)

Density

The amount of development or people per unit of area or property. (See also “Density, Residential” and “Floor Area Ratio”)

Density, Residential (du/acre)

The number of permanent residential dwelling units per acre of land.

Design Review

With the adoption of the 2004 Residential Design Guidelines, the Town identified a design review process, which is aimed at maintaining Hillsborough’s image and standards for quality while providing for the circumstances of modern life. It provides standards and design direction that homeowners and their architects should reference in the preparation of building and landscaping plans. In addition to having to conform with General Plan policies and Town zoning, a development proposal is also reviewed by the ADRB to evaluate its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with the adopted guidelines.

Development

The physical extension and/or construction of non-farm land uses. Development activities include subdivision of land; construction or alteration of structures, roads, utilities and other facilities; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).

Dwelling Unit (du)

The place of customary abode of a person or household, which is either considered to be real property under State law or cannot be easily moved.

Element

California State Government Code Section 65302 requires each General Plan to contain seven separate “elements” that set goals, policies and actions for each mandated subject. Topics can sometimes be combined or included into other elements, as allowed by State law.

Environmental Impact Report (EIR)

A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act”)

Entryway

Entrance to an urban area, or to an important part of a city or town, along a major roadway. It can also be a point along a roadway at which a motorist or cyclist gains a sense of having left the environs and of having entered the town.

Fault

A fracture in the earth’s crust that forms a boundary between rock masses that have shifted.

Flood, 100-year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Floodplain

The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floodway

The part of the floodplain capable of conveying the 100-year flood with no more than a one-foot rise in water. The floodway includes the river channel itself and adjacent land areas.

Floor Area Ratio (FAR)

The size of a building in square feet (gross floor area) divided by net land area, expressed as a decimal number. For example, a single story 10,000 square foot building on a 20,000 square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of non-residential development.

General Plan

A compendium of Town policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Public Safety) and may include any number of optional elements the Town deems important.

Goal

A description of the general desired results that Hillsborough seeks to create through the implementation of the General Plan. Goals are included in each element of the Plan and may include the key physical or community characteristics that the Town and its residents wish to maintain or develop.

Groundwater

Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Impact Fee

A fee charged to a developer by the Town according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used to offset costs incurred by the municipality for services and infrastructure such as schools, roads, police and fire services, and parks.

Impervious Surface

Surface through which water cannot penetrate, such as a roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

Actions, procedures, programs or techniques that carry out policies.

Infill Development

Development that occurs on vacant or underutilized land within areas that area already largely developed.

In-lieu Fee

Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (See “dedication”)

Land Use

The occupation or utilization of an area of land for any human activity or any purpose.

Land Use Designation

One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic)

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction and delay. Level of service are usually described on a scale of A to F, as described in the Circulation Element.

Local Agency Formation Commission (LAFCO)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove or conditionally approve such proposals.

Local Street

Local streets provide direct access to abutting residential properties as their primary function. In Hillsborough, the majority of streets are local streets.

Pocket Park

Generally located on smaller in-fill sites, these parks usually offer limited recreational opportunities, such as a small playground or a landscaped area with a park bench. Since these parks do not offer the same range of recreational opportunities as neighborhood parks, they primarily attract and serve local residents from the immediate neighborhood.

Neighborhood Park

Provides a wide range of recreational facilities, such as playing fields, playgrounds and picnic areas, as well as opportunities for passive recreation, such as grassy areas and walking trails. Due to the variety of recreational opportunities, neighborhood parks generally attract people from outside the immediate vicinity of the facility and are used by the community as a whole.

Noise Contour

A line connecting points of equal noise level as measured on the same scale.

Non-Conforming Use

A use that was valid when brought into existence, but no longer permitted by later regulation. “Non-conforming use” is a generic term and includes (1) non-conforming structures (because their size, type of construction, location on land, or proximity to other structures is no longer permitted); (2) non-conforming use of a conforming building; (3) non-conforming use of a non-conforming building; and (4) non-conforming use of land. Any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking Strip

In the absence of sidewalks and wide streets, the Town of Hillsborough requires the installation of parking strips along the street frontage when major construction and reconstruction occurs. They are intended to address the need for on-street parking that allows cars to be partially out of the roadway, and improve pedestrian safety.

Planning Area

The Planning Area is the land outside of the Town limits and generally outside of the Sphere of Influence that bears a relation to the Town's planning and policy direction. The Planning Area does not lead to regulatory powers outside of the Town limits. Instead, it signals to the County and to other nearby local and regional authorities that Town residents recognize that development within this area has an impact on the future of their community, and vice versa. (See also "Sphere of Influence")

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals before undertaking an implementing action. (See "Action")

Riparian Corridor

A habitat and vegetation zone which is associated with the banks and floodplains of a river, stream or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems are in constant contact with groundwater.

Seiche

A seiche is a wave that occurs on a lake, bay or other body of water, such as a swimming pool, and is caused by changes in atmospheric pressure, underwater earthquakes or landslides. The movement of the wave can be compared to the back-and-forth sloshing of water in a bathtub.

Sensitive Receptors

Uses sensitive to noise such as residential areas, hospitals, convalescent homes and facilities, and schools.

Specific Plan

Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area cov-

ered by a General Plan. A Specific Plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence (SOI)

The probably physical boundaries and service area of the Town, as determined by the Local Agency Formation Commission (LAFCO) of the county.

Steep Slope

An area with a greater than 10 percent slope.

Town Limits

The legal boundaries of the geographical area subject to the jurisdiction of the Town of Hillsborough's government. For example, development applications for properties located within the Town limits must be reviewed by the Town.

Traffic Calming

Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including

- ◆ Narrow streets
- ◆ Tight turning radii
- ◆ Parking bays
- ◆ Textured paving at intersections

Unincorporated Area

Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the Town zoning ordinance and General Plan land use designations.

Utility Corridor

Rights-of-way or easements for utility lines on either publicly or privately owned property.

Waste Reduction Plan

The Town requires all project applicants for demolition and building permits in Hillsborough to submit a Waste Reduction Plan that indicates how much demolition and construction debris will be involved and where it will be transported, as well as a final summary showing that the debris was taken to appropriate facilities. California law requires cities to divert a minimum of 50 percent of their waste to recycling instead of landfills and Hillsborough is one of the few communities to exceed the State requirement.

Wastewater

Water that has already been used for washing, flushing, or in a manufacturing process, and therefore contains waste products such as sewage or chemical by-products.

Watershed

The region of land from which surface or underground water drains into a river, river system or other body of water.

Wetland

An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Zoning

The division of a city or town by ordinance or other legislative regulation into districts or zones, which specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan.

RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF HILLSBOROUGH
APPROVING THE 2005 GENERAL PLAN

WHEREAS, State Government Code Section 65350 requires that every city prepare, adopt and amend a General Plan; and

WHEREAS, the Town of Hillsborough, acting in the public interest, has undertaken to update the 1994 General Plan in accordance with State law and guidelines; and

WHEREAS, there has been an extensive program of community involvement, including, the appointment of a broad-based 11-member General Plan Update Steering Committee representing different geographic areas, recognized groups and segments of the community and including two Councilmembers; and

WHEREAS, the Steering Committee held public meetings on June 16, 2004, August 4, 2004, and November 8, 2004 to prepare the draft General Plan; and

WHEREAS, ten stakeholders who were identified by the Town as having special knowledge of the community were interviewed and the results were used in the preparation of the draft goals, policies and programs; and

WHEREAS, a Community Workshop was held on January 26, 2005, with invitations mailed to every Hillsborough resident, to allow for public questions and comments; and

WHEREAS, General Plan information was provided to residents in articles in two issues of the Hillsborough Newsletter, with an ad in the San Mateo County Times, on the Town's website, and on the cable television channel; and

WHEREAS, on November 8, 2004 the Steering Committee recommended that the City Council adopt the General Plan; and,

WHEREAS, the draft General Plan was circulated to state agencies, school districts, water providers, the Bay Area Air Management District, the cities of Burlingame and San Mateo and San Mateo County for review and comments; and,

WHEREAS, a negative declaration was prepared and circulated according to the provisions of the California Environmental Quality Act; and,

WHEREAS, on February 14, 2005, the City Council adopted the negative declaration; and,

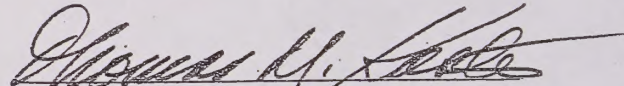
WHEREAS, the City Council held a duly noticed public hearing on February 14, 2005, to consider comments on the 2005 General Plan; and,

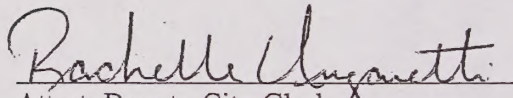
WHEREAS, after considering the data, facts and public testimony, the City Council made the following findings:

1. The 2005 General Plan has been prepared in accordance with State law and State Guidelines and supersedes the previously adopted 1994 Land Use, Open Space and Conservation, Public Safety, Circulation and Noise Elements and amendments thereto.
2. The General Plan Update addresses all relevant issues as required by Government Code §65300 et seq., and those additional issues raised by the community.

3. Each issue has been adequately studied and analyzed and is addressed through goals, policies and programs, as well as data and background contained in the General Plan text.
4. The General Plan was made available to the public and to state and other agencies for comments and the comments received were considered and changes were made to the General Plan to address the comments prior to adopting the General Plan.
5. The General Plan has been revised in accordance with Government Code §65350 et seq., and sets forth, in good faith, the efforts of the Town of Hillsborough to provide a comprehensive, long-term general plan for the physical development of the community.
6. The General Plan is consistent with the Housing Element adopted on July 8, 2002.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the Town of Hillsborough adopts the 2005 General Plan ("Public Review Draft, December 14, 2004") attached hereto as Exhibit A, with amendments as reflected on Exhibit B ("March 14, 2005 Addendum to General Plan"), also attached.


Mayor of the Town of Hillsborough


Attest: Deputy City Clerk

This resolution was adopted by the City Council of the Town of Hillsborough at its regular meeting held on the 14th of March, 2005, by the following vote of the members thereof:

AYES:	Council Members	<u>Krolik, Regan, Fannon, Mullooly, Kasten</u>
NOES:	Council Members	<u>None</u>
ABSENT:	Council Members	<u>None</u>
ABSTAIN:	Council Members	<u>None</u>

March 14, 2005

Addendum to December 14, 2004 Public Review Draft

GENERAL PLAN

Land Use Element Changes:

Add to page LU-10:

2. Non-residential

The Town does not anticipate a large increase in non-residential development. However, as discussed under the Section B of this Element, land designated for public facilities and services may expand by a maximum of 15 percent in floor area ratio from the levels that existed when this General Plan was adopted. A similar maximum potential increase is allowed for the Burlingame Country Club within the Private Recreational land use designation. As also discussed under Section B of this Element, the maximum expansion of facilities in areas designated as Private School will be based solely on a student count per acreage formula.

Add to the fourth paragraph, first sentence of page LU-11:

...which include San Mateo, Aragon, Mills and Burlingame High Schools.

Add to the second paragraph of page LU-11:

Hillsborough's public schools are recognized for the excellent education they provide, with all schools having been cited as California Distinguished Schools and both South School, West School and Crocker Middle School having received recognition as National Blue Ribbon Schools.

Replace the last paragraph of page LU-13, continuing onto page LU-14, with the following:

A County Joint Powers Authority oversees the Advanced Life Support (ALS) program (paramedic program) and sets response standards for both the fire service agencies, which provide a highly trained paramedic as the first responder to a call, and American Medical Response (AMR) which provides the ambulance transportation. The County's identified goal is for the fire service to respond to all calls within 6 minutes and 59 seconds; the response time limit varies for AMR from 8 minutes and 59 seconds to 12 minutes and 59 seconds, depending on the call location within the County. The Central County Fire Department's goal is to respond to all calls in less than five minutes, and has been averaging a response time between 4 minutes and 30 seconds and 4 minutes and 40 seconds. The fire service agencies and AMR must meet their response time in 90 percent of all medical calls to be in compliance with the County Agreement. The County has met this goal between 97% and 98% of the time for the past five years. Both Central County Fire Department and AMR are fined if they do not respond to a

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call within the specified goal time, even if those cases where, due to distance or access, it is physically impossible to arrive within the allotted time.

Add to the first paragraph of page LU-17:

...study to identify cross connections in the system and defects in the system that allow rainwater or groundwater into the sewer pipes. This study phase will result in more main line replacement or rehabilitation in an attempt to minimize the Town's flow to the treatment plant.

Revise the Land Use Element Goals, Policies and Actions section as follows:

Policy LU-1.4: Ensure that lighting on private and public property is designed to avoid illuminating adjacent properties and public right-of-ways and does not contribute to an overall increase in the ambient lighting level of the community.

Policy LU-1.5: Review Town regulations, including the Municipal Code and Residential Design Guidelines, on a regular basis to ensure that development within the Town occurs in a manner compatible with the Town's character.

Policy LU-2.4: Ensure that construction projects are completed in a timely manner with minimal impact on surrounding residences, including minimizing the visual impacts related to the on-site location of sanitary facilities, construction materials and debris, and recycling materials.

Action LU-2.1: The Town will enforce the Qualified Superintendent on Construction Site and Construction Completion Ordinances to ensure the timely completion of construction projects. The Qualified Superintendent on Construction Site Ordinance requires that a qualified superintendent be pre-sent at all times on in-progress construction sites to serve as a point person contact for residents and Town staff. The Construction Completion Ordinance sets reasonable time limits for project completion and penalties for projects that exceed the allowed time limits. The Town will monitor construction projects to ensure compliance with the requirements of the ordinances.

Action LU-2.2: The Town will explore methods to clarify for the public the Town's various development review and construction processes. Methods may include:

- ◆ Assigning a single staff point of contact for individual projects who will be responsible for researching and answering all public questions regarding an individual project.

- ♦ Creating a brochure that outlines the process for common planning processes and provides contact names and numbers for the various stages of review.
- ♦ Adding information on the Town's website with contact information for larger projects.

Policy LU-3.3: Continue to work with the Hillsborough City School District to ensure that District continues to offer high quality educational services to the community while minimizing school-related impacts on the community.

Policy LU-4.9: Continue to promote energy conservation and recycling by the public and private sectors to reduce overall energy use and maintain at least a 50 percent diversion of solid waste from the landfill.

Action LU-4.6: The Town will continue to contract for the collection of household recycling from each home on a regular basis. When renewing or amending the contract, consideration will be given to the need to meet the State's 50 percent diversion requirements for solid waste, the ease of pick-up, hours of collection, visual design of recycling containers, location where containers are collected for pick-up and overall cost for recycling collection.

Action LU-4.7: For Town contracted services, the Town will utilize the contract negotiation process to ensure that the specific needs of the community for various services, such as telecommunications, library and refuse collection, will be met by the selected service provided.

Circulation Element Changes:

Revise the third paragraph, second sentence of page C-2:

...Access to US 101 is provided via SR 92 and local roadways, including Crystal Springs Road via 4th Avenue several routes along local roadways in Hillsborough, San Mateo and Burlingame.

Add to the first sentence of page C-13:

...The closest Caltrain stations to the Town of Hillsborough are the Millbrae, Broadway, Burlingame and San Mateo stations.

Revise the Circulation Element Goals, Policies and Actions section as follows:

Action C-2.4: The Town will identify minimum Levels of Service for intersections and roadways shared with adjacent communities (i.e. the intersection of El Camino Real/Floribunda Avenue and the roadway segments of Summit Drive east of Bella Vista Drive and Crystal Springs Road west of Alameda de las Pulgas ~~and Summit Drive~~) and pursue agreements with adjacent communities to maintain those intersections at the agreed upon Level of Service.

Open Space and Conservation Element Changes:

Modify the second paragraph of page OSC-3 as follows:

Based on the Town's goal of providing an additional three acres of parkland for every new 1,000 residents, there will be a need for approximately 1.44 acres of additional parkland to meet future demand. With the high cost of land, there ~~will~~ may be limited opportunities for additional parkland within Hillsborough, so future parks ~~will~~ may be smaller and consist of five acre or less neighborhood parks, such as Vista Park, and less than one acre pocket parks, such as Crossroads Park. The following provides a description of neighbor-hood and pocket parks:

Revise the Open Space and Conservation Element Goals, Policies and Actions section as follows:

Action OSC-1.2: The Town will adopt an ordinance in compliance with the Quimby Act to require new development to provide land dedication and/or in-lieu fees in the amount equal to three acres of parkland per 1,000 new residents. Due to the limited availability of land within Hillsborough for new parks, future additional parks will mainly consist of neighborhood parks of five acres or less and pocket parks of less than one acre. Larger parks will also be allowed.

Policy OSC-2.1: Continue to maintain Town-owned open space in a manner that balances the need to protect natural habitat with controlling vegetation to reduce fuel loads, arrangements and potential wildfire hazards.

Policy OSC-2.2: Consider the limited public use of Town-owned public open space, where appropriate, in a manner that considers mitigation of impacts on adjacent neighbors and natural resources and does not conflict with existing reversion restrictions or increase the risk of fire hazards.

Action OSC-3.1: The Town will update the Tree Removal Ordinance to recognize the need to allow for a system of gradual replacement of important trees as they age to ensure that there is a mixture of healthy trees in the community and that there is not a period during which all of the trees die of old age at the same time. The Ordinance will also be updated to ensure that replacement of trees permitted for removal occurs in a manner that maintains the existing character, such as requiring either large-sized replacement trees or a greater number of smaller-sized trees. The location of replacement trees will also be considered as part of the Ordinance update to ensure that as the trees grow, their impact on existing private views is minimized. The Ordinance update will include language that addresses potential damage associated with changes in drainage patterns or impacts on root system of existing trees to remain on site resulting from new development. Finally, consideration to the need to balance the protection of trees with the need to manage vegetated areas in a manner that reduces the risk of fire to structures will be given during the Ordinance update.

Public Safety Element Changes:

Add to page PS-8:

a. Wildland Fire Hazards

The Town of Hillsborough is fortunate to have undeveloped land within its limits, such as rural canyons and open space preserves. However, the proximity of housing and other development to these areas carries a high risk of wildland fires, and is a concern. As shown in Figure PS-1, much of Hillsborough's development is subject to the risk of wildland fires. The data in this map was gathered in 2003 by the California Department of Forestry and Fire Protection as a way to describe the relative risk to populated areas from the threat of wildfire; however, the map does not represent the Very High Fire Severity Zones (VHFSZ) identified through the Bates Bill, as described below.

In response to the Oakland Hills fire in 1991 and the passage of the AB 337 Bates Bill (Government Code Sections 51175 to 51189), the State mapped areas considered Very High Fire Severity Zones. Hillsborough did not adopt the State's identified VHFSZ. Adoption of VHFSZs allows for more stringent enforcement by jurisdictions that have less stringent existing codes, but adoption can also negatively affect residents' insurance rates. The Town already has a stringent fire enforcement program and building standards, so adoption of the VHFSZ may not provide for more stringent fire protection regulations, but may affect insurance rates. Even without the VHFSZ designation, the vegetation

management program and the ordinances associated with a wildland urban interface consistent with a VHFSZ are applied by the Town and Fire Department.

The Town is proactive in addressing wildland fire risks by clearing vegetation and maintaining access pathways to areas with the highest fire risks. The Town maintains at least a 30-foot vegetation fire break between Town-owned open space areas and private property. In addition, the Town requires new construction and substantial reconstruction to include design features to reduce the risk of fire, such as Class A roofs and siding, and automatic interior sprinklers. To minimize the threat of fires caused by residential uses, the Town also requires that spark arrestors are installed.

The Central County Fire Department also distributes information to home owners regarding appropriate vegetation management for surrounding outdoor areas and ensures compliance with State codes for vegetation management on private property. The majority of private property in Hillsborough is landscaped with irrigated vegetation. In addition, the Department also maintains active participation in wildland fire fighting training.

The Central County Fire Department cooperates with regional fire protection activities to reduce the overall risk of wildfires within the County. While there are no adopted countywide fire plans or standards that apply to Hillsborough, the Central County Fire Department is participating in the Fire Safe San Mateo County group, which includes members from various stakeholders involved in fire protection within the County or responsible for the management of open space areas. A subcommittee of this group is working on creating a single county standard for adoption of the International Code Council Urban Interface Code.

The Urban Interface Code will ensure that new construction will require fire safe construction standards, defensible space and provide access and water supplies. The Central County Fire Department is working with the Town and the Fire Safe San Mateo County to ensure appropriate adoption of this Code.

b. Urban Fires

In addition to the risk of wildland fires, the Town is subject to fire hazards related to structural fires. The Town addresses this hazard by supporting and funding the Central County Fire Department and by requiring the construction features outlined above.

Add to page PS-8:

“...induced ground rupture is low.

Similar to the Alquist-Priolo Act, which identifies Alquist-Priolo zones, the Seismic Hazards Mapping Act directs the State Geologist to identify and map areas prone to the earthquake hazards of liquefaction, earthquake-induced landslides and

amplified ground shaking. The Act requires that site-specific geotechnical reports be conducted identifying the hazards(s) and formulating mitigation measures prior to permitting most developments designed for human occupancy within the Zones of Required Investigation. While a Seismic Hazard Map implementing the Act has not been released for Hillsborough, the State plans to do so in the future. At that time, the Town will comply with the Act's requirement, as appropriate.

Earthquake hazards in Hillsborough also include..."

Revise the Public Safety Element Goals, Policies and Actions section as follows:

Action PS-1.3: The Town will work with the Central County Fire Department to review and update, if necessary, the Town's and Department's regulations and approach regarding fire protection within Hillsborough to ensure adequate fire protection. Since the Town is mainly residential, the focus of this review will be on reducing the risk of fire to and resulting from individual residential properties. This review and update process will include the following:

- ◆ Review adopted and proposed federal and State regulations and ensure that Hillsborough complies as appropriate. This will include reviewing the proposed International Code Council Urban Interface Code and amendments to Government Code 51182 to identify necessary revisions to Town and Department policies and regulations.
- ◆ Determine whether the Town will benefit from increased fire protection from adopting the State identified Wildfire Hazard Areas pursuant to Government Code Section 51179. Based on this analysis, the Town will either adopt the State identified Very High Fire Severity Zones (VHFSZ), adopt locally designated VHFSZs, or make a determination that the Town is exempt from adopting VHFSZ since adopted regulation has the same or more stringent controls as would be applied with the designation of a VHFSZ.
- ◆ Develop wildfire suppression contingency plans for periods when funding or fire fighting resources for wildfire suppression are reduced due to homeland safety events that may redirect federal and State funding away from local wildfire suppression activities.

Action PS-1.4: The Town will continue to work with the Central County Fire Department to ensure that regional approaches to fire protection and suppression generated by the County, California Department

of Forestry (CDF) and Fire Safe San Mateo County are implemented in Hillsborough.

Noise Element Changes:

Add to the second paragraph of page N-1 the following:

... Noise varies in its range, source and volume and can derive from individual incidents such as landscaping equipment and construction activities, to sporadic disturbances such as car horns or airplane overflights, to more constant irritants such as freeway traffic....

Global change:

Direct staff to correct any typographical errors, including Councilwoman Krolik's corrections submitted during the public review of the Draft General Plan, as part of the Final General Plan as long as they do not affect the intent of the document.

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